

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒
no ☐

Property Name: East LaVale Historic District Inventory Number: AL-V-B-322
Address: 457-785 National Highway (ALT US 40) 703 LaVale Terrace,
LaVale St., N. Woodlawn Ave., First, Second, Third, Fourth Streets Historic district: X yes ☐ no
City: LaVale Zip Code: 21502 County: Allegany
USGS Quadrangle(s): Cumberland
Property Owner: Multiple Owners Tax Account ID Number: Multiple
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
Project: ALT US 40: Streetscape Improvements, LaVale Agency: Maryland State Highway Administration
Agency Prepared By: A.D. Marble & Company
Preparer's Name: Catherine Dluzak/ Barbara Frederick/Philip Pendleton/ Date Prepared: 3/27/2006
Documentation is presented in: Allegany County Courthouse, Allegany Public Library
Preparer's Eligibility Recommendation: X Eligibility recommended ☐ Eligibility not recommended
Criteria: X A ☐ B X C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes X no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The East LaVale Historic District is located in Allegany County approximately 4.0 miles west of Cumberland, Maryland, along the National Highway (ALT US 40) on the west side of Braddock Run. The district consists of notable high-style examples of Craftsman, Colonial Revival, Dutch Colonial, Tudor, Shingle Style, and Queen Anne dwellings that line the highway (520-785 National Highway). The greatest concentration of these housing examples overlooks the roadway from the north. Contemporary and more common architectural styles dating from the 1903-1935 period of significance, including numerous Bungalows, are included in the district and are found along the National Highway, Woodlawn Avenue and LaVale Street, streets which extend north of the National Highway.

The development of this district can best be understood within the context of ^{its status as} Cumberland, Maryland's first street car subdivision. While the trolley initially arose to provide transportation between the cities of Cumberland and Frostburg, land speculators, such as D.P. Miller and local property owner William M. Long envisioned the area, as a rural suburb for Cumberland's elite and it was subsequently termed La-Vale. The proximity of LaVale to the industrial areas of the City of Cumberland and its location along the trolley line, which provided easy transportation to and from the city for daily commuters, contributed to the growth of LaVale in the early twentieth century.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended ☐
Criteria: X A ☐ B X C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim Donahue
Reviewer, Office of Preservation Services

Blum
Reviewer, National Register Program

5/24/06

Date

5/29/06

Date

In January 1903, William M. Long sold a parcel of land measuring approximately 120.0 acres to the Allegany County Improvement Company in a transaction that would represent a benchmark in the transformation of the area. The East LaVale Historic District is largely the result of the 1904 subdivision plan prepared by the Allegany County Improvement Company, which laid out 52 deep lots situated north and south of the trolley line. Restrictions placed on the deeds for lots in the 1904 subdivision ensured that the dwellings erected on the lots would be of sufficient cost and would be set back from the roadway. An addition, known as Long's National Highway Addition, was made to this district ca. 1906 by William M. Long, who had made the 1903 sale to the Allegany County Improvement Company. Long subdivided a piece of land east of his home place and located on the north side of the National Highway from Old Cash Valley Road to Braddock Run into relatively large lots, which were similar in size to those in the Allegany County Improvement Company subdivision.

Although lots were purchased, erection of dwellings was somewhat slow to start. By 1917, likely in response to the establishment of new industries in Cumberland, the subdivision began to grow at a faster pace. The high-style dwellings served as the visible heart of the community, acting as a magnet for additional subdivision investment. A number of smaller subdivisions sprang up in the vicinity of the larger 1904 subdivision and its 1906 addition. While many of these subdivisions were not filled in until after World War II, a notable exception was Long's National Highway Second Addition (ca. 1920). This subdivision was located on the north side of the trolley line behind the high-style dwellings, and featured reasonably priced lots of a smaller size. Between 1925 and 1935, these lots were largely occupied by Bungalows and other small-scale dwellings, and as a result are included in the East LaVale Historic District.

In 1935, Jacob and Lena Kauffman, owners of a Cumberland clothing store, moved to the west end of the Allegany County Improvement Company's 1904 subdivision, constructing a stone-masonry Colonial Revival mansion house at 785 National Highway. The Kauffman House was the final of the large and fashionable dwellings built in LaVale by members of the Cumberland business and professional elite. This year seems an appropriate end to the district's period of significance, as there was a relative slow down in residential construction by the mid-1930s. During and following the World War II years, most of LaVale would become a typical American post-war suburban development, dotted with Minimal Traditional, Cape Cod, and Ranch style dwellings.

Within the district there are 81 contributing buildings, including six anchor buildings, and pre-date 1956 to the period of significance (1903-1935), and 62 noncontributing buildings, including dwellings that post-date 1935 and a Bungalow that was highly altered during its conversion to a church (525 National Highway). The East LaVale District is bounded as follows: to the west, by Grant Street (the edge of the 1904 subdivision) and Mary Court; to the north and south by the tax parcel lines of properties that front the highway, except along Woodlawn Avenue and LaVale Street, where the boundary extends further north to include contemporary construction; and to the east by those parcels that follow along Braddock Run, as this represents the original edge of the 1906 addition. (For a detailed architectural description, history, and list of references, see Maryland Inventory of Historic Properties form, AL-V-B-322, on file at the Maryland Historical Trust, Crownsville, Maryland).

Statement of Significance

The East LaVale Historic District, located along the National Highway between Grant Street to the west and Braddock Run to the east, continues to convey its historic function as an early-twentieth-century streetcar subdivision of the upper and middle classes of Cumberland, Maryland. The district retains its historic location along a trolley route and is significant for the role it played in the early-twentieth-century suburban development of the Cumberland, Maryland area. In addition, the district retains a number of notable examples of high-style architecture dating from ca. 1907-1935. The district meets National Register Criterion A in the area of community development and Criterion C in the area of architecture. The period of significance begins in 1903 with the selling of the land by William Long to the Allegany County Improvement Company and ends in 1935, the year the last high-style dwelling

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Eligibility recommended _____

Eligibility not recommended _____

Criteria: ____ A ____ B ____ C ____ D Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G

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Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

was constructed in the district and the date by which most of the Allegany County Improvement Company's 1904 National Highway Addition, Long's National Highway Addition (ca. 1906), Long's National Highway Second Addition (ca. 1920), and Long's Addition to LaVale (ca. 1920) had been built up.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, location, setting, materials, workmanship, association, and feeling, and:

- A. that are associated with events that have made a significant contribution the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield information important in history or prehistory.

The East LaVale Historic District is eligible for listing in the National Register under Criterion A as the first streetcar subdivision of the City of Cumberland, Maryland, and as a notable example of a streetcar suburb. The proximity of LaVale to the industrial areas of Cumberland and its location along the trolley line, which provided easy transportation to and from Cumberland for daily commuters, contributed to the success of the 1904, 55.0-acre subdivision made by the Allegany County Improvement Company. This large subdivision featured wide lots located along a tree-lined roadway down which the trolley line ran and was marketed to the upper classes of Cumberland. The development of the streetcar suburb for Cumberland's elite was further encouraged by deed restrictions, which are reflected in the size and location of the dwellings that occupy these lots today. Additional streetcar subdivisions for the middle class were subsequently made in the vicinity of the 1904 subdivision, although most were not as successful as Long's National Highway Second Addition (along Woodlawn Avenue and 1st through 4th Streets. This circa-1920 subdivision and the parcels along LaVale Street served the middle class and were largely built up by 1935.

The East LaVale Historic District is recommended not eligible for listing in the National Register of Historic Places under Criterion B. Although the district was the home to a number of influential persons, the accomplishments of specific individuals were not explicitly researched. The district is more appropriately eligible under Criterion A for broad patterns in residential development that led to the occupation of the district by some of Cumberland's most socially prominent individuals.

The East LaVale Historic District is recommended eligible for listing under Criterion C as a it contains many locally significant examples of high-style residential architecture and it is a unified entity composed of a variety of architectural resources dating from 1907-1935. The identity of the East LaVale Historic District results from the interrelationship of its resources, which convey the appearance of an early-twentieth-century residential neighborhood located along or in walking distance of the path of the former trolley line.

The property was not evaluated for eligibility under Criterion D as part of the current investigation.

With regards to integrity, National Register guidelines for district state:

For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguishable. In addition, the relationships among the districts components must be substantially unchanged.

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The East LaVale Historic District retains integrity from the period of significance.

A comparison of current conditions to historic postcard views shows that the district retains dwellings, small-scale features (wooden foot bridges), and the central transportation corridor. The integrity of spatial layout, circulation network, landscape features, and individual homes enable the district to convey its significance as a notable street car suburb. Many of the dwellings in the 1904 subdivision display the original intention of the Allegany County Improvement Company to create a suburb for Cumberland's upper class. The historic buildings themselves retain a high degree of integrity of design, with few incompatible additions.

The post-1935 components in the district are not of sufficient size, scale, or number to detract from the overall integrity of the district. The infill in the district is generally compatible with the historic buildings in materials and setbacks.

The district is identifiable from surrounding properties by changes in the function, age, and style of adjacent buildings. To the north and south, the district is largely flanked by post-World War II residential development; to the east, across Braddock Run, are commercial businesses; to the west are a modern library and post-World War II residential development.

The district largely retains integrity of location, as the boundaries of the original subdivision remains largely intact, particularly along the path of the former trolley line. The location of streets, the size of house lots, and the location of dwellings on those lots are reflective of historic subdivision plans and deed restrictions.

Integrity of design is reflected in the initial construction cost of the dwellings and their location on the associated lots, as specified in deed restrictions. The later subdivision of some of the lots detracts somewhat from the overall integrity of the design of the district. Alterations to the design of individual buildings in the district are minimal and do not affect the integrity of design of the district as a whole.

The setting of the historic neighborhood, which provided a semi-rural environment within commuting distance of the City of Cumberland, remains. Many of the dwellings retain private lawns, trees, and fences that were present or are similar in appearance to those that were present during the period of significance.

The original materials are reflected in the majority of the dwellings in the district. Brick is a common construction material, and the retention of this original building material contributes to the cohesiveness of the district. Retention of historic secondary structures, walkways, fencing, and vegetation contribute to integrity of materials.

Integrity of workmanship is evident in the brick and stone dwellings and architectural landscape features, such as fencing and retaining walls.

The retention of integrity of setting, design, materials, and workmanship culminates in integrity of feeling. The original street pattern, lot sizes, and variety of housing type and materials located along the historic trolley corridor convey the feeling of early-twentieth-century suburban life.

The association between the district and the principles that shaped it are reflected in the continued use of the buildings in the district for residential purposes. Additionally, the dwelling setbacks are reflective of the deed restrictions originally created for the subdivisions.

Contributing resources include those buildings and landscape features that date to the period of significance and possess integrity from that period. Contributing features include the original lots, dwellings, circulation network, and landscape features. Nearly all

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of the 1907-1935 dwellings that remain are reflective of the original subdivision design and the eclectic nature of early-twentieth-century residential architecture.

Noncontributing resources include those aboveground resources that are not associated with the trolley line or early-twentieth-century subdivision, do not date to the period of significance, or have been substantially altered since the period of significance by additions of incompatible size, scale, or design. Noncontributing resources include: the former Four Mile Tavern (520 National Highway, erected in 1834), a National Highway mile marker, erected ca. 1834, 62 post-1935 and pre-1956 dwellings, and the former Bungalow at 525 National Highway which was significantly altered in its conversion to a church.

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Eligibility not recommended _____

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Date_____
Reviewer, National Register Program_____
Date

AL-V-B-322

East LaVale Historic District

457-785 National Highway (ALT US 40), 703 LaVale Terrace, Woodlawn Avenue, First, Second, Third, Fourth Streets, and LaVale Street, LaVale

1903-1935

Private/Public

The East LaVale Historic District is located in Allegany County approximately 4.0 miles west of Cumberland, Maryland, along the National Highway (ALT US 40) on the west side of Braddock Run. The district consists of notable high-style examples of Craftsman, Colonial Revival, Dutch Colonial, Tudor, Shingle Style, and Queen Anne dwellings that line the highway (520-785 National Highway) as well as examples of the Bungalow and Foursquare. Contemporary and more common architectural styles dating from the 1903-1935 period of significance, including numerous Bungalows, are included in the district and are found along the National Highway and Woodlawn Avenue and LaVale Street, streets which extend north of the National Highway.

The district meets National Register Criterion A in the area of community development and Criterion C in the area of architecture. The district is significant for the role it played in the early-twentieth-century suburban development of the Cumberland, Maryland area, with the first and largest subdivision being laid out in 1904. In addition, the district retains a number of notable examples of high-style architecture dating from ca. 1907-1935.

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Maryland Inventory of Historic Properties Form

Inventory No. AL-V-B-322

1. Name of Property

East LaVale Historic District

historic

East LaVale

other

2. Location

street and number 457-785 National Highway (ALT US 40); North Woodlawn Avenue;

First, Second, Third, and Fourth Streets, LaVale Street, 703 LaVale Terrace ___ not for publication

city, town

LaVale

___ vicinity

county

Allegany

3. Owner of Property

(give names and mailing addresses of all owners)

name

Multiple Owners

street and number

telephone

city, town

state

zip code

4. Location of Legal Description

courthouse, registry of deeds, etc.

Multiple Deeds

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

- ___ Contributing Resource in National Register District
___ Contributing Resource in Local Historic District
___ Determined Eligible for the National Register/Maryland Register
___ Determined Ineligible for the National Register/Maryland Register
___ Recorded by HABS/HAER
___ Historic Structure Report or Research Report at MHT
___ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	81
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	62
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	buildings
<input type="checkbox"/> object		<input type="checkbox"/> education	sites
		<input type="checkbox"/> funerary	structures
		<input type="checkbox"/> government	1
		<input type="checkbox"/> health care	objects
		<input type="checkbox"/> industry	81
		<input type="checkbox"/> landscape	63
		<input type="checkbox"/> recreation/culture	Total
		<input checked="" type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

1

7. Description

Inventory No. AL-V-B-322

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The impetus for the creation of the residential community associated with the East LaVale Historic District was the 1902 construction of a trolley line that ran along the National Highway (ALT US 40). The first dwelling was erected in the subdivision ca. 1906-1907 and others began to line the trolley route. Numerous north-south side streets were subsequently developed along the east-west route of the trolley line, including Grant Drive, Mary Court, LaVale Street, Woodlawn Avenue, and Fayette Street. These side streets served to connect less prominent residential dwellings to the trolley line.

In addition to the street system, an access road runs between Grant Street and Woodlawn Avenue along the north side of the National Highway (ALT US 40). This roadway was likely constructed to connect the most prominent residential dwellings in the district as well as to provide limited access points for traffic traveling along the National Highway. Driveways that run along the side or rear of the dwellings lead to garages and also connect individual properties to the greater transportation network. Small wooden footbridges, visible in historic postcards of the north side of the National Highway, remain in use, serving as crossing points over a ditch that runs along the north side of the National Highway.

The design of the original 1904, 55.0-acre subdivision and the additions featured a linear plan with lots extending along the north and south sides of the trolley line. The 52 lots measured approximately 100.0 feet by 350.0 feet on the north side to 100.0 feet by 280.0 feet on the south side of the trolley route. Deed restrictions were used to create visual continuity, as reflected by the regular setbacks and placement of dwellings on the lots today. Generally, the front yards are formal, while the backyards are used for domestic space, containing garages, storage sheds, or former carriage houses.

A comparison of present-day conditions to the 1904 subdivision map reveals that the design of the original subdivision has not been significantly altered. On the north side of the highway, the rear portions of the original lots were later resubdivided to provide for the location of dwellings along LaVale Terrace. This practice appears to have been less common on the south side of the highway where later dwellings face Braddock Avenue. There does not appear to have been consolidation of the initial lots to create larger parcels.

Two additional areas of pre-1935 housing are located in the district. The first of these, designated Long's National Highway Second Addition, is situated on either side of Woodlawn Avenue, beginning about 450.0 feet north of the highway, still within easy walking distance to the former trolley. This planned subdivision features 12, one-eighth-acre lots lining each side of Woodlawn Avenue and 42 slightly smaller lots distributed along four east-west side streets designated as 1st through 4th Avenues. Also included in the district are the lots along LaVale Street which were built up by 1935.

The district is composed of 143 dwellings. The earliest dwelling included within the boundaries of the district, located at 520 National Highway, served as a tavern along the National Highway and was never associated with the trolley line. The majority of the dwellings (54 percent) date between 1903 and 1935 and reflect a diversity of early twentieth-century styles and forms.

Generally the high-style dwellings are located on the north side of the highway (523-785 National Highway) along the access road on a slight rise overlooking the former path of the trolley line, now the National Highway. These dwellings range from one-and-a-half to two-and-one-half stories in height and include high-style examples of the Craftsman, Colonial Revival, Dutch Colonial, Shingle, Tudor, and Queen Anne styles as well as examples of the American Foursquare and Bungalow forms. The most notable examples of the high-style dwellings are described in more detail in the anchor property descriptions that follow the general description of the district. The dwellings in the district on the south side of the National Highway (Nos. 520-772) are somewhat more modest in size and scale and include examples of the Craftsman, Dutch Colonial, and Colonial Revival styles, with the Bungalow and American Foursquare forms well represented. More modest Bungalows, American Foursquares, and vernacular dwellings are found along Woodlawn Avenue, its four numbered side streets, and LaVale Street.

Research into the history of a series of architecturally distinctive houses on the north side of the roadway suggests that these were the homes of Cumberland's elite; initial homeowners for these properties included business owners and managers, a physician, and

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William Long himself. An examination of building permits on file at Allegany County revealed no information on the architects that might have designed the more prominent and distinctive dwellings, including those properties identified as anchors.

In contrast to these high-style dwellings, the people purchasing lots and building homes in the subdivisions around the centrally located 1904 subdivision were evidently of more modest status. The middle-class owners along Woodlawn Avenue, its numbered side streets, and LaVale Street erected less stylized and vernacular dwellings, with the Bungalow being the most common form. The occupations of the original owners of these lots included auto mechanics and house painters.

In regards to the dwelling styles and forms represented in the district, there is one notable example of the Shingle style in the district: 709 National Highway. This is a relatively late example of the style, with a construction date of 1910 attributed by dated historic photographs and tax assessment data. The dwelling features shingle cladding at the upper story and rusticated stone at the foundation and porch supports.

The Colonial Revival style is widely represented in the district. The most common forms that pre-date 1915 feature hipped roofs with symmetrical fenestration and full-width front porches (549, 653, and 671 National Highway). Side gable examples of the style, such as 744 and 785 National Highway, feature more correct proportions and details and generally post-date 1915. Vernacular, side gable, two-story dwellings which present the Colonial Revival form are found in Long's National Highway Second Addition along Woodlawn Avenue and its associated side streets. Cape Cod forms associated with the Colonial Revival style do not appear to have been constructed widely in the district until after 1940.

Other Revival styles reflected in the district include Dutch Colonial and Tudor styles. The Dutch Colonial style, typified by a side-gambrel roof that usually features dormers, is found in the district at 538 and 675 National Highway. Examples of the Tudor style, including 711 National Highway and 742 National Highway, feature brick walls at the first story, decorative half-timbering at the upper story, tall narrow windows, and massive chimneys.

The earliest and most elaborate example of the Craftsman style is the Fazenbaker-Taylor-Holzshu-Shearer House (1914) located at 741 National Highway. Less elaborate examples of the style are common to the district and include minimal detailing associated with the style, usually present in the form of massive porch supports and exposed rafter tails or decorative false beams or braces under the eaves. Examples of dwellings with notable Craftsman stylistic detailing include 536, 654, and 715 National Highway.

The side gable Bungalow, a derivative of the Craftsman style, is the most common form in the district. These dwellings are typically one to one-and-a-half stories high, with gently pitched gable roofs, usually with front-gable dormers at the façade and less frequently with shed roof dormers to the rear. The eaves overhang the walls, and exposed rafters, purlins, beams and/or brackets adorn the eave line. One-story integral front porches, usually supported by substantial battered wooden columns on massive masonry piers associated with the Craftsman style, are also common to this dwelling type. Examples along the National Highway include Nos. 529 and 664. Bungalows also make up the majority of the dwellings along Woodlawn Avenue, its associated 1st through 4th Streets, and LaVale Street. Construction of the Bungalow form appears to have been persisted in the district well into the 1930s. The latest examples are generally located along Woodlawn Avenue and LaVale Street.

The American Foursquare is another dwelling type represented in the district's architecture. These dwellings are derivatives of the Prairie style, as reflected in the low pitched roof with wide eaves and façade detail emphasizing horizontal lines that is visible on the dwelling at 544 National Highway. Like other national examples, these dwellings are generally square in shape, have a hipped or pyramidal roof that features gable front or hip roof dormers, and a front porch at the first story (613 National Highway). The American Foursquare also sometimes features details of the Craftsman style, such as the brick Foursquare located at 648 National Highway (the only pre-1935 duplex in the district).

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In addition to dwellings with stylistic detailing, one-, two-, and two-and-one-half-story vernacular houses of relatively plain detail are located in the district on Woodlawn Avenue and 1st, 2nd, 3rd, 4th, and LaVale Streets. Pre-1935 vernacular forms represented in the district include: two-story, side gable dwellings, a form of the Colonial Revival style; the side-gable cottage, which are usually three bays wide and feature a hood at the entrance door; and the front-gable cottage, which usually features a full or partial front porch.

As reflected in the attached table, the most common wall material in the district is brick. The brickwork is sometimes laid in a somewhat unusual pattern known as rat-trap bond, in which the bricks are laid on end or in row lock fashion. The widespread use of brick in the historic district may be related to Allegany County's brick-making industry. Frame and concrete structural systems are also common. Stone, concrete, stucco, wood weatherboard and shingle, aluminum, vinyl, and asbestos are common coverings at the walls of the district's dwellings. Asphalt shingles clad most of the roofs. Only dwellings retain slate shingles (664, 675 and 785 National Highway). Foundations are generally constructed of concrete, and some dwellings have stone or brick facing at the lower level. The porches retain their original porch supports of wood or masonry, with few replacement supports. Approximately half of the dwellings have later windows and, except for the stone or brick examples, most have synthetic wall cladding.

Overall, the dwellings that make up the district are in good condition and have not undergone substantial alterations in the form of additions that are out of scale, size, or design with the original dwellings. No notable examples of neglect or deterioration were identified during the course of the survey. Today, this district is a thriving residential community whose occupants clearly take pride in their neighborhood.

Located amidst the pre-1935 architecture of the district is later, largely post-World War II housing, including examples of the Cape Cod, late Colonial Revival, Minimal Traditional, and Ranch styles. The post-1935 dwellings that occupy the large lots found on the north side of the highway are generally larger in size and scale than the post-1935 dwellings located on the smaller lots in the district. One notable architectural example of post-1935 infill is a long, linear Contemporary-style dwelling, the Lewis J. Ort House, built in 1953 at 543 National Highway.

The south side of the highway has more modern infill than the north, including a greater number of post-1935 dwellings that were erected during the period of growth that LaVale experienced after World War II. The side streets, Woodlawn Avenue and 1st, 2nd, 3rd, 4th and LaVale Streets, have little post-1935 infill. Overall, the infill does not detract significantly from the feeling of the district, as the post-1935 dwellings are set back from the roadway in a similar fashion as the pre-1935 construction. The later construction is also similar in size, scale, and materials as the pre-1935 dwellings.

Secondary domestic structures are present throughout the district and include a carriage house and numerous garages. The carriage house is associated with the dwelling at 653 National Highway. This one-story hip roof building with hip roof dormers and central cupola is located at the end of a gravel driveway that runs along the house to the rear of the lot, where the carriage house is located adjacent to LaVale Terrace.

The only properties with non-residential uses in the district are two churches. In the midst of the district, on the north side of the highway between Woodlawn Avenue to the west and Old Cash Valley Road to the east is the Methodist Church of LaVale. The classically designed church was erected in 1954 and is considered noncontributing to the district. A second church, the LaVale Assembly of God, 525 National Highway, features a modern brick façade that has been applied to a stone-veneer Bungalow. This subdivision remains residential in nature, and there do not appear to have ever been any commercial buildings or service facilities located in the district.

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Trees, shrubs, lawns, hedges, and foundation plantings serve to visually connect the dwellings in the district, and similar landscaping is visible in historic postcards of the north side of the National Highway. Hardwood trees line the National Highway and the side streets. Concrete and stone steps and sidewalks lead from the street to the front entrance of some of the dwellings. Concrete sidewalks line both sides of Woodlawn Avenue and are also located along 1st, 2nd, 3rd, 4th, and LaVale Streets. Fencing is also present; notable wrought iron fences remain at 653 and 671 National Highway. Stone retaining walls are also common, and the more notable examples (Nos. 741 and 784 National Highway) have entrance posts. Overhead utility lines, more obvious in historic postcards than today, run along the streets. The yards remain largely open.

Overall, the district retains good integrity of design, feeling, materials, setting, location, and workmanship. Despite later infill, the district is a cohesive grouping of residential dwellings that continue under their intended historic use and retain their proximity to the former route of the trolley line. Common setbacks, eclectic architectural styles, varied materials, and overall retention of lot sizes give the neighborhood a cohesive yet varied character. The post-1935 dwellings do not appear to have replaced earlier dwellings but are instead reflective of later infill.

Anchor Property Descriptions

549 National Highway (William Long House)

This two-and-one-half story frame *circa*-1907 dwelling of the Colonial Revival style is the former home of developer William Long. The dwelling is located on a large corner lot at the eastern end of the intersection of Long Drive and the National Highway. The large three-bay frame dwelling is clad in synthetic siding at the walls and gable front dormers. Architectural detailing common to the Colonial Revival style includes a full-width round porch with classical column supports and dentiled molding, which matches the dentiled molding beneath the eaves of the main block. The central entrance door features a transom and sidelights. The symmetrically balanced windows are generally single, six-over-one double-hung sash, while the windows in the gable front dormers are paired. In the immediate vicinity of the dwelling there are a number of shrubs and mature trees, while the rest of the lawn remains largely open. A garage is attached to the rear elevation of the dwelling by later additions.

653 National Highway (William A. Buchholtz House)

The residence located at 653 National Highway is a two-and-one-half-story, rusticated concrete block Colonial Revival style dwelling built in 1907 for William A. Buchholtz, general manager of the Cumberland Brewing Company, a major brewery for western Maryland. The three-bay symmetrical façade overlooks the roadway to the south, and a hipped roof with slightly flared eaves clad in slate shingles caps the dwelling. A wooden cornice, complete with dentil detailing, accentuates the roofline. Interior brick chimneys are situated on the north, south, east, and west corners of the dwelling's hipped roof. Poured concrete steps lead to the one-story, full-length, wooden front porch supported on concrete block piers.

The shed roof of the porch is supported by wooden columns, either singly or grouped in pairs or trios. A one-bay, rounded, second-story balcony sits atop the roof of the front porch and is accessible by a door capped by a triple-light transom and flanked by two-pane sidelights. Porches with similar detailing are present at the other elevations, and the rear porch is two stories in height. The fenestration primarily consists of six-over-one light, double-hung sash wooden windows, as well as one-over-one light, double-hung sash wooden windows. The dwelling also features a variety of hipped- and gable-roof dormers of varied widths and sizes on all elevations.

A grassy lawn surrounds the property and mature trees and low shrubbery lines are also present. An iron fence raised slightly above ground level site by a stone base, follows the property line on the south and west sides and separates the dwelling from the gravel road

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bed that runs parallel with the National Highway. A paved-asphalt driveway on the west side of the dwelling leads to a carriage house situated to the rear, or north, of the dwelling. The carriage house features a hipped roof with low eaves, a central tower with spire, and four hipped-roof dormers lit by four-light, fixed-sash wooden windows. A porte-cochere is present on the south elevation of the carriage house.

671 National Highway (Philip F. Smith House)

The residence located at 671 National Highway is a two-and-one-half-story brick Colonial Revival dwelling situated on the north side of the National Highway. It was constructed in 1907 for Philip F. Smith, the owner of a liquor wholesaling business. The symmetrical façade faces south, and a hipped roof, clad in slate shingles, caps the dwelling. The building is clad in brick laid in common bond and rests on a full stone foundation. Dentil detailing accentuates the roof line, and an iron roof-top balustrade is present. The dwelling features hipped roof dormers on the south, east, and west elevations. Decorative interior brick chimneys are located on the east, west, and north (rear) elevations. Eight wooden steps lead to the one-story, full-length wooden neoclassical front (south) porch. A centrally located pediment on the porch roof indicates the main entry into the dwelling. Dentil detailing emphasizes the asphalt-shingle-clad shed roof of the porch, which is supported by wooden columns set into brick piers. The fenestration consists primarily of one-over-one light, double-hung sash wooden windows, either single or paired. A large wooden deck extends from the second-story balcony of the rear (north) elevation. A wooden porch is also visible on the rear (north) elevation.

A grassy lawn, complete with evergreen and deciduous trees as well as low shrubbery, surrounds the house. An iron fence lines the property on the east, west, and south sides. A gravel road, which runs parallel with the National Highway, borders the property on the south side.

709 National Highway (Dr. Henry W. Hodgson House)

The residence at 709 National Highway is a two-and-one-half-story, Shingle style dwelling situated on the north side of the National Highway, constructed for Cumberland physician Henry W. Hodgson ca. 1910. The asymmetrical façade faces south, and a steeply pitched, irregularly shaped roof clad in asphalt shingles with a dominant front-facing gable caps the dwelling. The first floor of the dwelling is clad with stone, while the upper stories are clad with wooden shingles. The dwelling rests upon a full stone foundation. An interior brick chimney rises from the center of the dwelling. Three square stone columns support the wooden shed roof of the one-story, three-bay, stone front (south) porch. The main entry into the dwelling, comprised of a single-leaf wooden door, is situated in the easternmost bay of the porch. A one-story rounded bay completes the south elevation. A wooden, fully enclosed projecting bay sits atop the open veranda on the rear (north) elevation. The dwelling is surrounded by a grassy lawn, complete with deciduous and evergreen trees. A paved asphalt driveway is situated on the west side of the dwelling and accesses a one-and-one-half-story brick open garage located to the northwest of the main dwelling.

741 National Highway (Fazenbaker-Taylor-Holzshu-Shearer House)

The circa-1914 Craftsman style residence at 741 National Highway, built for John G. Shearer, secretary-treasurer of Van Construction Company of Cumberland, faces south, overlooking the National Highway. The original rectangular footprint remains intact, and the building is oriented on a north-south axis. The five-bay dwelling features low-pitched multiple roof planes with overhanging eaves and exposed rafters. The walls of the frame dwelling are clad in wood shingles. A hipped-roof vestibule and a front-gable porch extend southward from the cross gable façade. The low-pitched porch roof features decorative stick work and is supported by three piers. The piers feature diagonal brickwork and fieldstone quoins. A centrally located side-gable second story rises from the one-story front gable. The front elevation also features an exterior chimney located immediately west of the porch on the vestibule wall, which

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pierces the vestibule's hipped roof. The chimney consists of decorative brickwork in a diagonal pattern, fieldstone quoins, and a stone chimney cap supported by brick piers.

A paved asphalt driveway is located along the east side of the dwelling and leads to the garage and a parking area to the north. The garage is also clad in wood shingles and the low-pitched roof features overhanging eaves and exposed rafters. A prominent yard entry, consisting of ten poured concrete steps framed by heavy stone columns and encased with a sloping stone wall, leads to the poured concrete sidewalk. An expansive grassy lawn surrounds the dwelling and large deciduous and evergreen trees line the property to the north.

785 National Highway (Kauffman House)

The residence located at 785 National Highway is a two-story, *circa*-1935, stone Colonial Revival dwelling of massive proportions located on the north side of the National Highway. Constructed for Jacob and Lena Kauffman, the proprietors of the Cumberland Cloak and Suit Store, the symmetrical side-gable dwelling faces south, and features a side hall entrance which is caped by a pedimented surround. Contemporary one-story, one-bay, side-gable additions are attached to the east and west gable ends. Large stone chimneys are located on the west elevation of the western wing, on the central ridge of the main dwelling, and on the east elevation of the eastern wing. Three pedimented dormers at the façade are aligned with the openings below and feature tracery over double-hung sash windows. The eaves are adorned by a dentiled trim. The majority of multi-light, double-hung sash wooden windows are flanked by wooden paneled shutters. A two-story, one-bay stone addition is located on the north (rear) elevation and contains a large garage bay at the first story. A stone wall borders the property on the south side, while Grant Drive borders the western end of the property. Low evergreen shrubbery and large deciduous and evergreen trees dot the grassy lawn that surrounds the dwelling.

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piers. The piers feature diagonal brickwork and fieldstone quoins. A centrally located side-gable second story rises from the one-story front gable. The front elevation also features an exterior chimney located immediately west of the porch on the vestibule wall, which pierces the vestibule's hipped roof. The chimney consists of decorative brickwork in a diagonal pattern, fieldstone quoins, and a stone chimney cap supported by brick piers.

A paved asphalt driveway is located along the east side of the dwelling and leads to the garage and a parking area to the north. The garage is also clad in wood shingles and the low-pitched roof features overhanging eaves and exposed rafters. A prominent yard entry, consisting of ten poured concrete steps framed by heavy stone columns and encased with a sloping stone wall, leads to the poured concrete sidewalk. An expansive grassy lawn surrounds the dwelling and large deciduous and evergreen trees line the property to the north.

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8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates Ca. 1903, 1904, 1908, 1920, 1924, 1935 **Architect/Builder** Unknown

Construction dates Ca. 1903-1935

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Allegany County and Cumberland

European-American settlement in the vicinity of the East LaVale Historic District began in the mid-eighteenth century. The settlers included people of British and German heritage, as was characteristic of western Maryland. Allegany County, wherein the historic district is situated, was erected in 1789.

The National Turnpike (also known as the National Road or National Pike, and by 1904 designated the National Highway) was first constructed during the 1810s as an improvement of a road built in the 1750s by British General Edward Braddock. It soon became one of the major east-west routes for settlers traveling to the Old Northwest frontier and for wagon-borne commerce. During 1833-1834 in addition to being macadamized, the National Turnpike was rerouted to run directly through the historic district location, following the alignment now known as ALT US 40 through the steep-sloped gap in the mountains known as the Narrows. Before 1833, the National Road had been aligned in this vicinity on the course of present-day Green Street and Braddock Road, running approximately 0.5-mile to a mile south of the new alignment. This earlier stage of the historic district's history is evoked by a surviving inn building, the Four Mile House (located 4.0 miles from Cumberland at 520 National Highway), built ca. 1834. Though the rate of traffic on the National Turnpike dwindled during the late nineteenth century, the alignment would provide a suitable location for an interurban streetcar line connecting Cumberland with Frostburg.¹

The suburban community of LaVale evolved in close relationship with its older urban hub community, the city of Cumberland, the county seat of Allegany County. The city had been established in 1787 by old Fort Cumberland, which had been established in 1754 around the start of the French and Indian War. During the mid- to late nineteenth century, it emerged as an important regional center for rail transportation and manufacturing industry, becoming a primary railyard and shops location for the Baltimore and Ohio (B&O) Railroad. The period from 1890 to 1930 was one of particularly rapid growth for the city, tripling in population from 12,729 inhabitants in 1890 to 37,747 in 1930, as it matured as an industrial town. The B&O Railroad was the largest Cumberland employer, with over 2,000 employees in 1906. The presence of the railroad company led to the creation of steel and iron facilities, such as the B&O Rolling Mill, but also drew other manufacturers to locate there based on the ease of transportation due to the town's function as a rail junction. These industrial concerns included the Maryland Sheet and Steel Company, a maker of tin plate, the Cumberland Breweries, a major brewer, two glass factories, two silk mills, a cotton mill, lumber mills, furniture factories, and numerous tanneries. During and just after World War I, the advent of two major manufacturing firms, the Kelly-Springfield Tire Company (began construction 1917, commenced production 1920) and the Celanese Corporation, a maker of synthetic fiber (began production around

¹ Albert C. Rose, and Carl Rakeman, *Historic American Roads: From Frontier Trails to Superhighways* (New York: Crown Publishers, Inc., 1976), 48.

Allegany County Land Record Liber 68, Folio 483.

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1924), impelled further population growth. The two new factories caused a housing boom within the city and also evidently led to growth of suburbs that were easily accessible by streetcar and automobile.²

The Electric Railway in Allegany County

The development of a practical electrified streetcar in the late 1880s led to a proliferation of trolley lines across the country during the early 1890s. In Allegany County, the pioneering Cumberland Electric Railway Company began operations in July 1892, carrying 7,000 people on the first day between North Centre Street, Cumberland, and Narrows Park (located about 1.2 miles east of the historic district). Not satisfied with the prospect of revenue garnered from local in-town operations, the railway company had followed the example of other American streetcar companies and established a recreational facility situated near the western end of the Narrows. The Hagerstown newspaper, *The Herald and Torch Light*, published a description of the planned Narrows Park in 1891:

One of the enterprises which the spirit of development now making itself felt in Cumberland is likely to prosecute to success is "a park in the narrows," a mountain resort to be made accessible by electric railway. The site of this resort is what is known as "The Seiss Grove," two miles out, in a picturesque locality. Drives and walks will be laid off. The improvements will include also a large dancing pavilion, dining-rooms, café, a large lake to be stocked with trout, and other accessories for public entertainment.³

In 1914, Kirkstetler Amusement leased the park land and "...improved the facilities by installing a roller coaster, merry-go-round, and miniature railroad."⁴ Crowds thronged the park during the summer months as the trolley line sought to accommodate the multitudes in its open-sided streetcars.

With the seeming success of the Cumberland trolley lines, other entrepreneurs sought to construct an electrified route from Cumberland into the Georges Creek coalfield area. After a number of unsuccessful starts and successive recombinations of business entities, investors formed the Cumberland and Westernport Electric Railway. This interurban trolley company began construction of its line from Cumberland through Frostburg in May 1901 with the line following along the route of the National Highway (present-day ALT US 40) through the location of the historic district. The line began service between Cumberland and Frostburg, including a stop at Narrows Park, in April 1902. By December 1903, the electric cars reached Westernport and the company had completed its route.⁵ In addition to the Narrows Park, streetcar patrons had access to Allegany Grove, located about 1.0 mile west of the historic district, a Methodist-owned and operated camp meeting where Chautauqua Movement-style worship meeting, educational sessions and entertainment were provided every year during August from 1890 to 1918.⁶ The trolley would have a significant impact on LaVale by providing impetus for the early-twentieth-century subdivision of land to provide home sites to members of the upper-middle and middle classes who worked in Cumberland.

The Cumberland & Westernport Electric Railway continued as a profitable operation until 1924, but then underwent a serious and terminal decline in ridership due to the rise in the popularity of the automobile. The final run between Cumberland and Frostburg took

² Joseph H. Weaver, *Cumberland: 1787-1987, A Bicentennial History*, (Cumberland, Maryland: The City of Cumberland and the Cumberland Bicentennial Committee, 1987), 2-5, 11-12, 22, 26, 34-35, 50-51.

³ *The (Hagerstown, Maryland) Herald and Torch Light*, 30 April 1891,

⁴ Joseph Whetzel, "Trolleys: The Forgotten Rail Lines of Allegany County," *Mountain Discoveries*, Fall/Winter 2005, 56-57.

⁵ Deane E. Mellander, *Rails to the Big Vein: The Short Lines of Allegany County, Maryland*, (Kensington, Maryland: Potomac Chapter, National Railway Historical Society, 1981), 17

⁶ Albert Feldstein, *Feldstein's Top Historic Postcard Views of Allegany County, Maryland*, (Cumberland, Maryland: Commercial Printing Company, 1997), 33.

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place in August 1927, with the trolleys replaced by motorbuses from thence forward.⁷ Two years later, road crews removed the former trolley rails and ties.⁸ Streetcar service within the city of Cumberland ended in 1931. Narrows Park also closed concomitantly with the end of Cumberland Electric Railway streetcar service, since the trolley company had owned the park from its inception.⁹ By the demise of Narrows Park, however, another amusement park in the area had been created, one more oriented toward automobile travel. The newer recreational attraction was Crystal Park, established in the 1920s at a location near the former Allegany Grove Camp Meeting site or a mile or so west of the historic district. Crystal Park operated until the 1940s.¹⁰

Suburbanization in America, ca. 1888-ca. 1935

Historian Kenneth T. Jackson attributes the gradual rise of suburban residential development in America after 1840 to several factors: the availability of transportation for commuters via steam railroad and electric streetcar; the American cultural emphasis on the single-family dwelling as the healthiest environment for family life; the increasing preference for a house to be accompanied by a garden and a manicured lawn; the traditional American antipathy to the city and belief in the salubrity of rural life; the growth of an upper middle class of corporate managers, professionals and small-business proprietors who could afford to build substantial houses and maintain servants to facilitate life in them; and the increasing desire for access to recreation that was enabled by suburban country clubs. The proliferation of railroad lines across the nation, especially after 1865, provided opportunities for developers to create small suburban communities where the prosperous could live amid fresh air and spacious lawns. Railroad suburbs were relatively few, relatively small, and comparatively elite in terms of their homeowners' socioeconomic status. Because steam engines were difficult to start and stop, and generated speed slowly, suburban residential development served by train had to be spaced a mile or two apart, and the communities could only be as large as would permit an easy walk to the station for any resident. Commuting to the city by steam train was expensive and generally quite time-consuming, so that residence in these suburbs was effectively restricted to the well-to-do. The horse-drawn streetcar enabled suburban developments to be created for people of more modest circumstances during the period 1870-1890, but these subdivisions remained limited in number and were necessarily located fairly close to the central downtown district.¹¹

The spread of electric streetcar lines, beginning in the late 1880s, expanded the suburban residential landscape located just outside America's biggest cities and altered its character to some degree. There was no need to space streetcar stops at long intervals, and fares were easily affordable, so suburban developments served by streetcar lines could be extensive, with home construction along or within walking distance of the line. Developments could be made up of relatively modest middle-class housing, including buildings for one, two, or three families. The streetcar also enabled the continued development of upper-middle-class subdivisions. The interurban streetcar line, a trolley route running a considerable distance to connect a city with surrounding towns, arose during the later stage of the streetcar era, beginning ca. 1900. Among other effects, the interurban line facilitated residential development in the "rural borderland" favored by more prosperous commuters in search of an enjoyably pastoral lifestyle. When a new interurban line was constructed, historian Dolores Hayden asserts, a new round of residential development occurred along the line.¹²

⁷ Francis B. Tosh, "The Cumberland and Westernport Electric Railway," *The Bulletin: National Railway Historical Society* (Fourth Quarter 1963): 24-31, 30.

⁸ Feldstein, *Feldstein's Top Historic Postcard Views of Allegany County, Maryland*, 33.

⁹ Whetzel, "Trolleys: The Forgotten Rail Lines of Allegany County," 57.

¹⁰ James Rada, "Streetcars, Subways Characterized LaVale," *Cumberland (Maryland) Times News*, 27 March 2001, sec. "Progress 2001," p. 2.

¹¹ Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States*, (New York: Oxford University Press, 1985), 35-38, 47-52, 54-61, 68-72, 89-92, 97-99).

¹² Dolores Hayden, *Building Suburbia: Green Fields and Urban Growth, 1820-2000*, (New York: Pantheon, 2003), 71-76, 92-94.

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The construction of a streetcar line led directly to the commoditization of the developable land lying to either side of the alignment, with farm tracts divided into lots varying in size and affordability from one subdivision to the next. Kenneth Jackson notes that during the early years of the streetcar era, the affordability of land for residential purposes was aided by a sustained agricultural depression that kept the cash value of agricultural land low, encouraging landowners to sell land at a reasonable price.¹³ Businessmen of the period saw land subdivision and the trolley business as intertwined, one of them referring to the relationship as being like "two pockets in the same man's trousers."¹⁴ One factor still acted to discourage the suburban sprawl that would become endemic after 1945: the need for development to remain within a five- to ten-minute walking distance of the trolley line. Lewis Mumford's comment, "As long as the railroad stop and walking distances controlled suburban growth, the suburb had form," still applied in large degree during the streetcar era.¹⁵

"Man made the town; God made the country." So ran a caption in an edition of the *Farm Journal* published in 1903. A cultural trend known as the Country Life movement emerged in America around 1890 and flourished until ca. 1930 and the onset of the Great Depression. This trend represented in part a surge in prevalence and intensity of a cultural strain of anti-urbanism always present in American society. During the turn-of-the-century era, the Country Life movement lent momentum to upper-middle-class Americans' enthusiasm for spacious suburbs, accessible by interurban streetcar, where they might breathe fresh air, watch their offspring gambol about a broad lawn, tend gardens, have easy access to rustic recreation, and even have fresh eggs or milk from their own chickens or cow. Developing in America as well as Europe in reaction to burgeoning industrialization and urbanization and a sense that authentic rural life was on the wane, the Country Life movement represented a groundswell of nostalgia for the Arcadian past that had a pervasive effect on upper-middle- and middle-class culture.¹⁶

Streetcar subdivisions were prevalent from the late 1880s until the late 1920s, with national streetcar use reaching its high point in 1923. There was generally no distinct break in the design of residential subdivisions between the periods of streetcar and automobile use. As transportation demands continued to increase alongside the growth of cities, the automobile was adopted by increasing numbers of the upper-middle class, while streetcars continued to be serve the middle and working class. The period from 1945 onward would usher in a new phenomenon of widespread automobile-oriented suburbanization, founded in large measure on a massive federally funded program of highway construction.

LaVale: A Suburb of Cumberland, Maryland

The town of LaVale (an unincorporated town as of 2006) began to coalesce as a suburban community soon after the streetcar line first traveled through the location in April 1902. The relatively long and narrow town extends along either side of ALT US 40 (the National Highway) for approximately 2.75 miles from the west end of the Narrows (situated about 3.0 miles west of Cumberland) westward to the place formerly known as Allegany Grove (marked by present-day Campground Road). LaVale's entire history has been as a residential suburb for commuters who work in Cumberland or its immediate vicinity. The town was one of just two suburban communities that began to develop as satellites of Cumberland during the early twentieth century, Wiley's Ford in West Virginia being the other. Other subdivisions of the period were situated immediately adjacent to the existing city, and were soon annexed.

¹³ Jackson, *Crabgrass Frontier*, 129-130.

¹⁴ Hayden, *Building Suburbia*, 93.

¹⁵ Jackson, *Crabgrass Frontier*, 101.

¹⁶ Swank, Scott T. "Man Made the Town, God Made the Country: The Photography of H.

Winslow Fegley," In *Farming Always Farming: A Photographic Essay about Rural Pennsylvania German Land and Life* by H.

Winslow Fegley (1870-1944), eds. Alan G. Keyser and Frederick S. Weiser (Birdsboro, Pennsylvania: Pennsylvania German Society, 1987), 3, 15-18.

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The first subdivisions were undertaken during ca. 1903-1904 in direct response to the opening of the trolley line to Cumberland and the opportunity the streetcars provided for real estate investment. The creation of subdivisions located directly along the National Highway continued at intervals after the demise of the streetcar in 1927 and up to the 1950s. The largest subdivision was surveyed in 1904, apparently the one for which the name "LaVale" was coined. The subdivision was intended as an elite residential community designed to appeal to those who wanted to experience life in the country. The most intensive activity in making subdivisions occurred from ca. 1917 to ca. 1923, during the period when the Kelly-Springfield Tire Company and the Celanese Corporation were building and opening major factories in Cumberland. The subdivision investors offered land at a reasonable price to workers who wanted to live away from the center of employment, and from ca. 1917 onward LaVale developed as a community of people of modest middle-class circumstances. Despite the extensive subdivision activity between 1917 and 1935, it was not until after 1945 that most of LaVale's subdivisions really began to fill in with houses and other construction.

LaVale went through a major transition after 1945. The population grew rapidly and substantial retail commercial development began to take place. In 1946 the LaVale Civic Improvement Association was established to help guide the growth and safeguard the well-being of the community. The Improvement Association has in effect functioned as a town government for many purposes, responding to the expressed needs of the community's citizens and carrying out numerous programs for the betterment of the town.

Suburbanization in East LaVale, 1903-1935

The process of subdividing land for residential development got underway in the East LaVale Historic District in 1903, in response to the opportunity created by the 1901-1902 construction of the Cumberland and Westernport Electric Railway's interurban streetcar line from Cumberland to Frostburg, which was laid out along the route of the National Highway (present-day ALT US 40). At the beginning of the century, members of the Long family owned nearly all of the land in the vicinity of the historic district. Brothers Webster B. Long and William M. Long would participate extensively in the local subdivision process during the early twentieth century. The Longs had been established in the area as farmers since at least 1872, when father Daniel R. Long had purchased a large tract at the LaVale location. William's holding, located within the historic district, contained his father's "home place."¹⁷

In January 1903, in a transaction that would represent a benchmark in the transformation of the area, William M. Long sold a parcel of approximately 120.0 acres, apparently a large proportion of his overall holding, to the Allegany County Improvement Company.¹⁸ Long retained frontage on the north side of the roadway, adjacent to his home place. The tract conveyed included a fairly broad strip of land along the north side of the National Highway between present-day Grant Drive and Woodland Avenue, and all the land on the south side of the highway between Grant Drive and the National Highway bridge over Braddock Run. The tract extended to the south across Braddock Run to the Eckhart Branch railroad line. In August 1904, the Allegany County Improvement Company laid out 52 lots situated on both sides of the highway. Soon thereafter, in 1906, seven more lots were added on the south side of the highway to extend the surveyed lots all the way to the bridge, so that all of the highway frontage that the company owned was laid out in lots.¹⁹ This subdivision was configured as a rectilinear plan of regular-sized lots fronting on the trolley line. It was much larger than any other that would be made in the historic district vicinity, approximately 55.0 acres in extent.

The Allegany County Improvement Company subdivision of 1904 appears to have been designed by the company to appeal to the Country Life sensibility shared by many upper-middle-class people of the period. This subdivision was evidently intended to be occupied by homes demonstrating progressive architectural values, as reflected by those extant dwellings on the north side of the highway of such large scale that they can be termed as mansions. Thus the 1904 subdivision, created early on in the residential

¹⁷ Allegany County Land Record Liber 36, Folio 394..

¹⁸ Allegany County Land Record Liber 92, Folio 238..

¹⁹ Allegany County Land Record Liber 11, Folio 375: Allegany County Plats

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development of the area and on a spatial scale so as to dominate the local landscape, contributed much to imbue LaVale with the special character of an attractive and desirable residential community located outside the City of Cumberland. The company surveyed the lots to lie well back from the highway and streetcar line, and the roadway widened into a broad avenue when one entered the 1904 subdivision area from either direction. This segment of relatively broad street survives today and is discernible on the 1941 Sanborn map of the area (which depicts the eastern half of the subdivision) as well as visible in historic photographs dating to the period 1910-1914. The strip of lots along the northern side of the highway, where the subdivision's more impressive residences would be built, had its own front drive, also visible in the photographs. This driveway provided access between dwellings, so that residents need not travel along the National Highway if visiting one another.²⁰

The Allegany County Improvement Company placed restrictions in its deeds for lots in the 1904 subdivision to ensure that its blueprint for the look of the development would be realized. Purchasers of lots on the north side of the National Highway agreed that the only building to be constructed on the lot within 225 feet of the National Highway would be a dwelling house. Requirements for the dwelling to be erected on the lot included that it be 1) oriented toward the highway but stand with its front set back at least 75.0 feet; 2) the side walls of the house be positioned at least 10.0 feet away from their respective lot boundaries; and 3) the house would cost at least \$2,000 to construct.²¹

The origin of the place name "LaVale" is unknown—no document has been found that enables a direct attribution of its origin—but the earliest known instance of its use appears in a real estate advertisement placed in the October 6, 1905, edition of Cumberland's *The Evening Times* by realtor Thomas E. McLaughlin:

La-Vale

Before purchasing or building at the beautiful La-Vale, examine the property this side of Allegany Grove, that I can sell you for less money than it can be built for.²²

This advertisement, evidently offering an extant house near the camp meeting property, suggests that the name "LaVale" had possibly been coined by the Allegany County Improvement Company for its 1904 subdivision. The name, employing an antiquated English word for valley derived from Medieval French, was apparently intended as picturesque, and so would have positive connotations for a suburb on the rural borderland. Reinforcement for the suggestion that LaVale was the name given the 1904 subdivision by its developers comes from a January 1907 *Evening Times* article reporting on houses under construction there. This piece, which reads more like promotional literature than unbiased journalism, referred to "the LaVale addition along the National Pike," noting in the headline that "Location is Beautiful" and trumpeting the character of the place as one "Where the Air is Fresh and Bracing and Life Worth Living." The writer proceeded to describe "three substantial homes [the houses built for James Sloan, William Buchholtz, and Philip Smith] which, for style of architecture and comfort, are palatial in every respect."²³ A similar article in April of that year described the everyday pleasures that a genteel LaVale homeowner might enjoy while rustivating in a "handsome residence" there.

Mr. Philip Smith is having the work on his brick residence moving along nicely and expects to enjoy the cool evening breeze from his large porches during the summer months. . . .

²⁰ Sanborn Map Company 1941

²¹ Allegany County Land Record 100:150, 102:526, 111:196, 116:723, and 119:235

²² *The (Cumberland, Maryland) Evening Times*, 22 April 1905, 5..

²³ *The (Cumberland, Maryland) Evening Times*, 1907a.

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Mr. and Mrs. Chadwick are enjoying the advantages of a pleasant country home well supplied with spring water from the mountain.

Mr. J.T. Frey and family moved into one of the recently built dwellings and will also have the advantages of pure air and water.

There will be quite a rivalry among the residents in beautifying their premises and the garden rake and hoe are in evidence.

Several flocks of fine chickens have been purchased recently and it is expected that in a short time the residents of LaVale will be authorities on the fowl.²⁴

A September 1908 real estate advertisement for LaVale property in *The Evening Times*, makes fairly clear that the development was intended to appeal to those influenced by Country Life sensibilities who might be in the market for a suburban home. The ad was placed by the leading Cumberland real estate firm of D.P. Miller & Company. The company president, D.P. Miller, happened to have the presidency of the Allegany County Improvement Company among his other responsibilities, so it is most likely that the lots advertised were located directly within the company's 1904 subdivision.

25,000 POPULATION

The census of 1910 should show a population of 25,000 in Cumberland, the second City in the State of Maryland. This will require more room and a much greater value for desirable residence property.

If you wish to have the full benefit of life and enjoy the blessings and comforts afforded by nature, you must go where the natural prevails. At present you can secure, at a very moderate price, one of those very desirable lots at LaVale.

No crowding. Proper but liberal building rules. Good water, and everything that goes to make up a pleasant home.

If you put off buying, it is possible the most desirable lots will have been sold, and that will mean a much higher price for what you want.

Ask Mr. W. L. Morgan, cashier of The Citizens National Bank, what he thinks of LaVale.

D.P. MILLER & CO.²⁵

D.P. or David P. Miller, a prime mover in the development of LaVale, was born in Franklin County, Pennsylvania in 1855 and came to Cumberland in 1874, starting his own real estate and insurance business at the youthful age of nineteen. Over the ensuing decades, Miller had emerged as one of Cumberland's most influential businessmen. A Methodist, Miller was a trustee of the Allegany Grove Camp Meeting Association. In 1923, while still president of the Allegany County Improvement Company, he was also president of the Allegany Building, Loan and Savings Association and of the Pleasant Mount Orchard Company, and secretary-treasurer of the Cumberland Improvement Company. Showing his commitment to LaVale, widower Miller was recorded by the U.S. Census in 1920

²⁴ *The (Cumberland, Maryland) Evening Times* 1907:1.

²⁵ *The (Cumberland, Maryland) Evening Times*, 1908:2.

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and 1930 as still dealing in real estate and living as a boarder in the LaVale household of Clarence T. Brengle, a relative of his deceased wife.²⁶

Around 1906, William M. Long, the landowner who had sold the 120.0-acre tract to the Allegany County Improvement Company in 1903, made a smaller subdivision of his own located within the historic district area, designated Long's National Highway Addition. This tract was located on the north side of the National Highway (ALT US 40) and east of Long's home place, so that the landowner's own residential parcel was now flanked by subdivisions. Long surveyed the land into relatively large lots similar to those in the Allegany County Improvement Company subdivision.²⁷

In actual practice, the idea of moving to LaVale to live appears to have taken some time to take hold among residents of the City of Cumberland. Notable exceptions were two impressive Colonial Revival mansion houses erected next to one another in 1907 at 653 and 671 National Highway. Apart from these two dwellings, only three other houses extant in the historic district in 2006, are thought to date to the early years of ca. 1903-1910. Three of these large dwellings are located in the Allegany County Improvement Company subdivision and one is located in William Long's National Highway subdivision. A newspaper article of April 1907 referred to eight specific households that had either built residences in these 1904 and 1906 subdivisions or were in the process of doing so, these families apparently representing all the upper-middle-class Cumberland people who had made the move up to that date.²⁸ These numbers suggest that lot purchases and house construction in LaVale were slower to start than the subdividing investors would have liked.

A great surge in subdivision activity in the LaVale vicinity occurred from ca. 1917 to ca. 1923. This real estate investment activity was apparently inspired by the construction in Cumberland during those years of the Kelly-Springfield Tire and Celanese Corporation plants, major factory operations that attracted thousands of new residents to the Cumberland area. Twelve subdivisions comprising approximately 200.0 acres were made during these years located adjacent to the historic district or along the one-mile corridor along the National Highway to the west. In general, these subdivisions were not planned to be showplaces populated by progressive up-market residences in the fashion of the Allegany County Improvement Company's 1904 subdivision.

William M. Long created two additional subdivisions around 1920. The first of these, designated Long's National Highway Second Addition, was actually situated on either side of Woodlawn Avenue, beginning about 450.0 feet north of the highway and the trolley line, still within easy walking distance to the trolley. This planned subdivision features 12, one-eighth-acre lots lining each side of Woodlawn Avenue and 42 slightly smaller lots distributed along four east-west side streets designated as 1st through 4th Avenues. Judging from the pre-1935 houses extant in this subdivision in 2006, Long's National Highway Second Addition proved to be one of the most successful subdivisions in LaVale, selling most of its lots within a few years. Long's deeds for the lots contained clauses restricting the buildings to be constructed to residences costing at least \$3,500, plus necessary outbuildings. Houses were to stand at least 15.0 feet back from the front line of the lot, and the sale of alcohol was forbidden. Another clause demanded that the property be resold only to members of the Caucasian race, an unsurprising provision given the racial and political climate of the period.²⁹

William Long's other *circa*-1920 subdivision, designated William Long's Addition to LaVale, was located directly on the north side of the National Highway and consisted of the home place enclave that Long had retained for his own use since ca. 1906. The

²⁶ James W. Thomas and T.J.C. Williams, *History of Allegany County, Maryland* (Cumberland, Maryland: L.R. Titsworth & Co., 1923), 995; Allegany County Land Record Liber 97, Folio 47; Liber 101, Folio 443; U.S. Bureau of the Census 1920 and 1930.

²⁷ Allegany County Land Record Liber 100, Folio 577.

²⁸ Allegany County Assessment Record 2006; *The (Cumberland, Maryland) Evening Times* 1907.

²⁹ Allegany County Assessment Record 2006; Allegany County Land Record Liber 151, Folio 496 and Liber 154, Folio 719; Allegany County Plats.

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approximately 10.0-acre parcel was divided into nine lots. Long inserted a clause in the deeds for these lots to maintain the character of development in the heart of LaVale along the highway, insisting that buildings constructed within 225.0 feet of the highway be restricted to a single residence costing at least \$7,000, and that the dwelling should stand at least 100 feet from the thoroughfare.³⁰ Long continued to reside in the large Colonial Revival house at 549 National Highway, a residence he had adapted ca. 1907 from a existing store building, moving into it from an older Long family dwelling situated somewhat back from the highway. It is not known whether Long had operated the pre-1907 store business himself, or had rented the building to a storekeeper.³¹

Although the streetcar line evidently declined in usage by area residents after 1924, and was discontinued altogether in 1927, so that trolley service was no longer an element in drawing new residents to LaVale, the pattern of development for the area appears to have continued along essentially the same lines. Presumably, many of the residents owned automobiles, although some may have relied on the new bus service for commuting and shopping. Evidently many of the houses in the historic district that survive today were constructed from 1925 to 1935. It was during the years 1925-1935 that the compact, village-like Long's National Highway Second Addition along Woodlawn Avenue began to be built up with homes.³²

In 1935, Jacob and Lena Kauffman, proprietors of the Cumberland Cloak and Suit Store, moved to the west end of the Allegany County Improvement Company's 1904 subdivision, constructing a stone-masonry Colonial Revival mansion house at 785 National Highway.³³ The Kauffman House represented the end of an era for LaVale. It was the final one of the large and fashionable dwellings built in LaVale by members of the Cumberland business and professional elite. The Kauffmans were presumably seeking the relative quiet afforded by a peripheral residential suburb that could still evoke a sense of picturesque rusticity. Although there would be a relative slowdown in construction during the late 1930s and the World War II years, LaVale was entering a transition in which it would become an area of typical American post-war suburban development.

Research into the history of a series of architecturally distinctive houses similar to size and scale as the Kauffman House, all of which are located along the north side of National Highway in the Allegany County Improvement Company's 1904 subdivision, suggests that the earliest developers realized their ambition of attracting members of Cumberland's elite to reside in LaVale. The initial homeowners for these properties included: William A. Buchholtz, general manager of the Cumberland Brewing Company (653 National Highway, 1907); Philip F. Smith, proprietor of a wholesale liquor distributors' business (671 National Highway, 1907); Dr Henry W. Hodgson, a physician (709 National Highway, ca. 1910); Frank W. Shryock, manager of Willson-Earle Company, Inc., a merchandise brokerage firm (611 National Highway, ca. 1918); John G. Shearer, secretary-treasurer of Vang Construction Company (741 National Highway, ca. 1914); and John J. Howe, foreman in the roll design shop for the U.S. Rail Company, a manufacturer of railroad equipment (613 National Highway, ca. 1920). By 1927, Howe had become the Baltimore & Ohio Railroad's Superintendent of Shops in Cumberland.³⁴

In contrast, the people purchasing lots and building homes in the William Long's National Highway Second Addition, located just north of the 1904 subdivision, were evidently generally of more modest status. Two initial homeowners on Woodlawn Avenue in William Long's National Highway Second Addition of the 1920s were Blaine P. Hendrickson and Aubrey R. Custer. Hendrickson built his house ca. 1926. He was an auto mechanic at Hodson Chevrolet Sales in Cumberland, but by 1931 he opened his own auto repair shop located directly on the National Highway in LaVale (probably to the east of the Braddock Run bridge and thus outside the

³⁰ Allegany County Land Record Liber 135, Folio 103.

³¹ *The (Cumberland, Maryland) Evening Times* 1907:1..

³² Allegany County Assessment Record 2006.

³³ Allegany County Land Record Liber 171, Folio 557; Allegany County Assessment Record 2006.

³⁴ R.L. Polk & Co., *Polk's Cumberland (Allegany County, Maryland) City Directory*, (Pittsburgh: R.L. Polk & Co., 1913-1927).

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district). Custer, a house painter who was proprietor of his own business, moved out to LaVale from Bow Street in Cumberland and erected his new home ca. 1928.³⁵ Although of lower economic status than the people occupying the houses a couple of hundred yards away on the National Highway, Hendrickson and Custer's circumstances suggest that they were upwardly mobile—in this sense they may have been representative of scores of households moving into LaVale's less elite subdivisions during the pre-1935 period.

Suburban Architecture in East LaVale

The scale and degree of stylistic detailing of LaVale's pre-1935 domestic architecture is reflective of ownership and occupation by members of the middle- to upper-middle classes. Today, the lots in the fashionable 1904 Allegany County Improvement Company subdivisions and William Long's subdivisions are occupied by relatively well-designed and executed dwellings, including examples of the Colonial Revival, Craftsman, Queen Anne, Tudor, Prairie, and Shingle styles. The majority of the houses in this area are of two- or two-and-a-half-stories in height. The most numerous plan types or forms are that of the Bungalow and the long enduring center-passage double-pile or Georgian plan so emblematic of upper-middle-class aspirations to the traditional good life. The Foursquare form, dressed in Colonial Revival or Prairie stylistic detail, is also represented, as are front-gabled plans and the side-passage double-pile plan that served the Colonial Revival style well. Structural systems and exterior materials run the gamut of clapboard or stucco over wood frame, and brick, stone, and concrete-block masonry.

The romantic allusions to historic European prototypes that characterized mid-nineteenth-century housing styles, gave way to eclectic styles by the end of the century that derived from the mainstream architectural styles and achievements of America's emerging architectural profession. Within the district, this eclecticism is most visible in examples of the Queen Anne and Shingle styles' use of varied building materials, complex roof lines, asymmetrical front elevations, and picturesque elements such as tower and oriel windows. The Hodgson House (709 National Highway) is a fine example of the Shingle style in its later phase, constructed ca. 1910.

Similarly, beginning with Chicago's Columbian Exposition of 1893 and following World War I, interest in America's rich and diverse cultural heritage resulted in the popularity of Revival house styles and types, typically drawn from English, Dutch, and other Colonial traditions. A couple of outstanding stylistic specimens of the Colonial Revival style built on a mansion scale are located in the historic district: the Buchholtz House (653 National Highway; 1907) and the Smith House (671 National Highway; 1907). Both dominate the landscape at the center of the 1904 subdivision. The Long House (549 National Highway, ca. 1910), 742 National Highway (ca. 1935), and the Kauffman House (785 National Highway, ca. 1935) are other notable examples of the Colonial Revival style in the eastern district that reflect a rebirth in an interest in early English houses of the Atlantic seaboard. The Shryock House (611 National Highway) is a *circa*-1913 example of the Tudor style, mimicking the architectural characteristics of Medieval English prototypes.

The Craftsman style was stimulated by the work of brothers Charles Sumner Greene and Henry Mather Greene, who were inspired by the English Arts and Crafts movement's emphasis on craftsmanship, native materials, and the harmony of building construction with the natural environment. The Fazenbaker-Taylor-Holzshu-Shearer House (741 National Highway, ca. 1914; AL-V-B-0003) represents a preeminently expressive specimen of the Craftsman-style Bungalow in western Maryland.³⁶

It appears likely that some of the more architecturally elaborate dwellings located on the north side of the highway within the historic district were architect-designed. In researching architects that worked in LaVale from 1903-1935, Allegany County building permits were researched (when available) and inquiries were made of local historians. To date, no architects have been identified for these properties.

³⁵ Ibid. 1925-1931; Allegany County Land Record Liber 151, Folio 496 and Liber 154, Folio 719.

³⁶ Ronald L. Andrews, "Fazenbaker-Taylor-Holzshu-Shearer House," Maryland Inventory of Historic Properties Form, AL-V-B-003, on file at the Maryland Historical Trust, Crownsville, Maryland, Prepared 1975.

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The *circa*-1920 William Long National Highway Second Addition subdivision, situated on the northern edge of the historic district, was laid out with smaller lot sizes and dwellings than those erected in the Allegany County Improvement Company's 1904 subdivision and the two William Long subdivisions directly on the National Highway. The majority of dwellings in this modest subdivision consist of one-and-one-half-story buildings, predominantly representing vernacular renditions of the Bungalow form with varying degrees of Craftsman stylistic elaboration dating from the 1920s and 1930s.

The Foursquare was a common early-twentieth-century suburban house form with examples in the historic district. Essentially a subtype of the Prairie style of building, American Foursquares commonly have hipped or pyramidal roofs, and are symmetrical, although entrances, which are located on the front façades, may be off-center. This was the most common vernacular version of Prairie style and sometimes features detailing from the Craftsman style. The Howe House (613 National Highway) is a Prairie-style Foursquare dating to ca. 1916.

Although no evidence was located, several of the pre-1935 middle-class dwellings in the district have the form of manufactured housing. The proximity of the dwellings to the rail line is also suggestive of the possibility of factory housing. Factory-built homes began appearing on the market as early as the 1880s as a low cost alternative to home building for the middle class. Manufacturers included blueprints, instructions, and sometimes supervision of the construction process. These "mail-order homes" usually offered all the materials buyers needed to build their own home, including many modern conveniences, such as indoor plumbing and electricity. Prospective buyers simply picked the style they wanted and sent in the order form. Within weeks of ordering, boxcars delivered the approximately 30,000 individual pieces to the nearest rail yard. While most of the mail order houses did not offer innovative approaches to design; they did reflect the popular, established styles already accepted by many Americans (Thornton 2002:11).

While many companies offered manufactured homes during the early twentieth century, none dominated the market like Sears, Roebuck & Company. Beginning in 1908 and ending in 1940, Sears' Modern Homes Division sold over 75,000 homes in over 400 different designs. Most of the houses that Sears offered were in a price range that was well within reach of members of the middle class. In addition, Sears offered generous mortgage terms to many buyers. In 1934, Sears liquidated \$11 million worth of home loans and closed the Modern Homes Division. Sears reopened the Division in 1935 and continued to sell homes, although the company did not aggressively market the catalog homes as they had previously. Sears published their last Modern Homes Catalog in 1940 (*ibid.*).

Secondary domestic structures were erected in the district and included the carriage houses and garages. The most notable carriage house is visible in historic photographs of 653 National Highway. It is likely that poultry houses occupied the rear of the lots, although none appear to have survived. The impact of the automobile led to the addition of driveways along the side of the other dwellings and the erection of garages at their terminus.

The homes erected in LaVale would not be considered rural in their immediate setting but were more accurately termed suburban in character. Low-cost and easy-to-maintain landscaping included graded lawns, ornamental trees and shrubs, and foundation plantings are visible in historic postcard images and a similar landscape surrounds the extant dwellings in the district. The dwellings in the 1904 Allegany County Improvement Company subdivision were unified by a frontage road, hardwood trees, entrance walks and fences. Many of the dwellings on the slightly elevated north side of the 1904 development were accessed from the main thoroughfare by wooden plank bridges which crossed a ditch; several of these foot bridges remain in place today.

The post-1935 housing in the district consists of mass-market styles and forms popular in suburban settings in most of the eastern U.S. Most of the post-1935 dwellings in the historic district are examples of the Minimal Traditional style from the mid-1940s to mid-

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1950s. The Cape Cod cottage, an adaptation of the side-gable cottage, experienced its greatest popularity in the historic district and vicinity during the 1940s. A few Ranch style examples were built in the historic district from the early 1950s to the early 1960s.

Although not a contributing element in the historic district due to its having been built after the period of significance, the large, one-story Ort House (543 National Highway) is an example of the Contemporary style that is unique for its architectural interest among buildings constructed in the district after 1935. This dwelling was built in 1953 for Lewis J. Ort, general manager of the Ort Brothers Bakery, a highly successful Cumberland company.³⁷ The architect for this house was James H. Kring of Johnstown, Pennsylvania.

Development in LaVale, 1936 to the Present

The years from 1936 through 1945 appear to have composed a comparatively quiet interval in the development of LaVale, although construction of dwellings continued in the existing subdivisions, with the majority of the development occurring on the side streets that ran north and south of the National Highway (ALT US 40). No new subdivisions were created. The houses built in and around the historic district during this decade, relatively small and modest in character, consisted very largely of one-and-one-half-story examples of the Minimal Traditional style and cottage-like, one-story buildings lacking architectural detailing.

Around 1946, following the close of World War II, a powerful new current of development came to LaVale that resulted in a transformation of the community from an example of the streetcar suburb to one representing the extensive, automobile-based postwar form of suburb that was beginning to spread rapidly over the national landscape. Allegany County High School students compiling a 2004 publication on the county's history during the 1950s asserted that

People were drawn to LaVale because of the open territory, clean air, and proximity to a major highway [the National Highway or U.S. Route 40]. It was a convenient, centrally located place to live.³⁸

With burgeoning schools, other community institutional and governmental resources of its own, and an ever increasing number of retail and service commercial businesses, LaVale like other relatively large suburban communities became a "town outside the town," linked to Cumberland for the purpose of its residents' employment but otherwise mostly autonomous for purposes of daily life.

³⁷ Allegany County Assessment Record 2006; Allegany County Land Record Liber 245, Folio 549; R.G. Polk & Co. 1952.

³⁸ Allegany High School, *A History of Allegany County During the 1950s*, (Cumberland, Maryland: An Allegany High School Social Studies Department Publication, 2004), 70.

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10. Geographical Data

Acreeage of surveyed property 56.00 acres
Acreeage of historical setting 56.00 acres
Quadrangle name Cumberland

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The boundary begins at a point at the intersection of Grant Street and the National Highway and extends east to Mary Court before extending south to end of the tax parcel that abuts the National Highway. The property then extends east along the southern boundaries of those parcels that adjoin the National Highway to Braddock Run. From this point, the boundary follows north along the western side of the stream bed to the northeast corner of the tax parcel associated with 523 National Highway. From here, the boundary extends west and follows along the northern boundary of those tax parcels that abut the National Highway. The boundary extends north to follow along the east side of those parcels that front Woodlawn Avenue, follows east along those parcels on the north side of 4th Street, and south along the east side of Ren Roy Avenue. The boundary then extends west along the northern end of those parcels that adjoin the National Highway. It extends north to include parcels that adjoin LaVale Street before returning south again to follow along those parcels that adjoin the National Highway until it reaches Grant Street where it turns south to the point of beginning.

The boundaries of the district are based on several factors, the most of important of which being the original limits of the streetcar subdivisions. The boundaries generally follow along the Allegany County Improvement Company's 1904 subdivision plan; Long's National Highway Addition plan (ca. 1906); Long's National Highway Second Addition plans (ca. 1920); and Long's Addition to LaVale (ca. 1920). The boundaries do not include peripheral areas that were built up after 1935, suffer from a loss of integrity, or were not historically under residential use. Areas outside of the district were also evaluated for inclusion, but were found to have too many visual intrusions due to noncontributing buildings or to contain substantial construction and architectural styles from later periods. When evaluating the area for defensible historic district boundaries, A.D. Marble & Company consulted with staff at the Maryland Historical Trust and the State Highway Administration. The historic district follows the boundaries of planned subdivisions as closely as possible while factoring in the integrity of resources.³⁹

³⁹ National Park Service, *National Register Bulletin: Defining Boundaries for National Register Properties* (Washington, D.C.: United States Department of the Interior, 1997).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. AL-V-B-322

Name East LaVale Historic District
Continuation Sheet

Number 9 Page 2

11. Form Prepared by

name/title	Barbara Frederick, Catherine Dluzak, Philip Pendleton, Emma Young		
organization	A.D. Marble & Company	date	March 27, 2006
street & number	10989 Red Run Blvd., Suite 209	telephone	(410) 902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

East LaVale Historic District (AL-V-B-322), Summary of Resources

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
5	457 NATIONAL HWY	1925	Religion	Bungalow/Craftsman	Stone	Asphalt	Stone	Noncontributing
8	520 NATIONAL HWY	1834	Domestic	Federal	Brick	Asphalt	Brick	Noncontributing
9	523 NATIONAL HWY	1918	Domestic	Bungalow/Craftsman	Stucco	Asphalt	Stucco	Contributing
10	529 NATIONAL HWY	1924	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
11	530 NATIONAL HWY	1953	Domestic	Tudor	Not Visible	Asphalt	Wood	Noncontributing
12	531 NATIONAL HWY	1910	Domestic	Queen Anne	Brick	Asphalt	Weatherboard	Contributing
14	535 NATIONAL HWY	1910	Domestic	Colonial Revival	Concrete	Asphalt	Aluminum	Contributing
15	536 NATIONAL HWY	1915	Domestic	Bungalow/Craftsman	Stucco	Asphalt	Stucco	Contributing
16	537 NATIONAL HWY	1952	Domestic	Ranch Style	Concrete	Asphalt	Brick	Noncontributing
17	538 NATIONAL HWY	1910	Domestic	Dutch Colonial	Stone	Asphalt	Vinyl	Contributing
18	539 NATIONAL HWY	1910	Domestic	Colonial Revival	Stone	Asphalt	Vinyl	Contributing
19	540 NATIONAL HWY	1910	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Wood	Contributing
20	541 NATIONAL HWY	1918	Domestic	Four Square	Brick	Asphalt	Brick	Contributing
21	543 NATIONAL HWY	1953	Domestic	Contemporary	Concrete	Asphalt	Brick	Noncontributing
22	544 NATIONAL HWY	1910	Domestic	Four Square	Concrete	Asphalt	Vinyl	Contributing
24	546 NATIONAL HWY	1946	Domestic	Cape Cod	Concrete	Asphalt	Brick	Noncontributing
25	548 NATIONAL HWY	1955	Domestic	Minimal Traditional	Concrete	Asphalt	Stone	Noncontributing
26	549 NATIONAL HWY	1907	Domestic	Colonial Revival	Brick	Asphalt	Vinyl	Anchor
27	550 NATIONAL HWY	1954	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
28	551 NATIONAL HWY	1929	Domestic	Colonial Revival	Brick	Terra Cotta	Brick	Contributing
29	552 NATIONAL HWY	1928	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Contributing
30	554 NATIONAL HWY	1953	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
31	556 NATIONAL HWY	1947	Domestic	Minimal Traditional	Concrete	Asphalt	Vinyl	Noncontributing
32	558 NATIONAL HWY	1910	Domestic	Four Square	Concrete	Asphalt	Brick	Contributing
33	560 NATIONAL HWY	1925	Domestic	Cape Cod	Concrete	Asphalt	Brick	Contributing

East LaVale Historic District (AL-V-B-322), Summary of Resources

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
34	562 NATIONAL HWY	1950	Domestic	Minimal Traditional	Stone	Asphalt	Stone	Noncontributing
35	564 NATIONAL HWY	1940	Domestic	Vernacular	Concrete	Asphalt	Aluminum	Noncontributing
36	566 NATIONAL HWY	1920	Domestic	Four Square	Brick	Asphalt	Aluminum	Contributing
37	600 NATIONAL HWY	1920	Domestic	Four Square	Brick	Asphalt	Brick	Contributing
38	605 NATIONAL HWY	1920	Domestic	Four Square	Brick	Asphalt	Brick	Contributing
39	611 NATIONAL HWY	1918	Domestic	Tudor	Concrete	Asphalt	Brick	Contributing
40	613 NATIONAL HWY	1920	Domestic	Four Square	Concrete	Asphalt	Stucco	Contributing
41	615 NATIONAL HWY	1935	Domestic	Cape Cod	Brick	Asphalt	Brick	Contributing
42	628 NATIONAL HWY	1949	Domestic	Minimal Traditional	Stone	Asphalt	Stone	Noncontributing
43	631 NATIONAL HWY	1913	Domestic	Dutch Colonial	Stone	Asphalt	Stone	Contributing
45	643 NATIONAL HWY	1952	Domestic	Colonial Revival	Stone	Asphalt	Stone	Noncontributing
46	653 NATIONAL HWY	1907	Domestic	Colonial Revival	Concrete	Asphalt	Concrete	Anchor
47	654 NATIONAL HWY	1916	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Weatherboard	Contributing
48	664 NATIONAL HWY	1918	Domestic	Vernacular Victorian	Stone	Slate	Brick	Contributing
49	670 NATIONAL HWY	1925	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Concrete	Contributing
50	671 NATIONAL HWY	1907	Domestic	Colonial Revival	Stone	Asphalt	Brick	Anchor
51	675 NATIONAL HWY	1932	Domestic	Dutch Colonial	Brick	Slate	Brick	Contributing
52	678 NATIONAL HWY	1946	Domestic	Vernacular	Concrete	Asphalt	Aluminum	Noncontributing
53	700 NATIONAL HWY	1942	Domestic	Vernacular	Not Visible	Asphalt	Aluminum	Noncontributing
54	702 NATIONAL HWY	1950	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
56	705 NATIONAL HWY	1950	Domestic	Minimal Traditional	Stone	Asphalt	Stone	Noncontributing
57	707 NATIONAL HWY	1945	Domestic	Colonial Revival	Concrete	Asphalt	Brick	Noncontributing
58	709 NATIONAL HWY	1910	Domestic	Shingle Style	Stone	Asphalt	Stone	Anchor
59	711 NATIONAL HWY	1925	Domestic	Tudor	Brick	Asphalt	Brick	Contributing
60	715 NATIONAL HWY	1930	Domestic	Bungalow/Craftsman	Stone	Asphalt	Brick	Contributing

East LaVale Historic District (AL-V-B-322), Summary of Resources

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
61	727 NATIONAL HWY	1920	Domestic	Colonial Revival	Stone	Asphalt	Brick	Contributing
62	730 NATIONAL HWY	1935	Domestic	Colonial Revival	Brick	Asphalt	Brick	Contributing
63	729-731 NATIONAL HWY	1955	Domestic	Vernacular	Concrete	Asphalt	Brick	Noncontributing
67	741 NATIONAL HWY	1914	Domestic	Bungalow/Craftsman	Not Visible	Asphalt	Wood	Anchor
68	744 NATIONAL HWY	1929	Domestic	Tudor	Concrete	Asphalt	Brick	Contributing
69	746 NATIONAL HWY	1945	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
70	748 NATIONAL HWY	1951	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
71	750 NATIONAL HWY	1954	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
72	752 NATIONAL HWY	1954	Domestic	Colonial Revival	Concrete	Asphalt	Brick	Noncontributing
74	760 NATIONAL HWY	1905	Domestic	Bungalow/Craftsman	Stone	Asphalt	Vinyl	Contributing
78	785 NATIONAL HWY	1935	Domestic	Colonial Revival	Stone	Slate	Stone	Anchor
176	648 National Highway	1930	Domestic	Four Square	Concrete	Asphalt	Brick	Contributing
180	565 NATIONAL HWY	1954	Religion	Colonial Revival	Brick	Asphalt	Concrete	Noncontributing
187	632 NATIONAL HWY	1915	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Concrete	Contributing
194	613 1ST ST	1928	Domestic	Vernacular	Concrete	Asphalt	Wood	Contributing
195	603 N 1ST ST	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Concrete	Contributing
196	605 N 1ST ST	1939	Domestic	Tudor	Concrete	Asphalt	Brick	Noncontributing
197	607 N 1ST ST	1942	Domestic	Cape Cod	Concrete	Asphalt	Aluminum	Noncontributing
199	610 N 1ST ST	1945	Domestic	Cape Cod	Concrete	Asphalt	Wood	Noncontributing
200	611 N 1ST ST	1935	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
201	614 2ND ST	1940	Domestic	Cape Cod	Concrete	Asphalt	Brick	Noncontributing
202	603 N 2ND ST	1940	Domestic	Cape Cod	Concrete	Asphalt	Aluminum	Noncontributing
203	604 N 2ND ST	1920	Domestic	Dutch Colonial	Concrete	Asphalt	Brick	Contributing
204	605 N 2ND ST	1942	Domestic	Cape Cod	Concrete	Asphalt	Asbestos	Noncontributing
205	606 N 2ND ST	1945	Domestic	Vernacular	Concrete	Asphalt	Vinyl	Noncontributing

East LaVale Historic District (AL-V-B-322), Summary of Resources

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
206	608 N 2ND ST	1925	Domestic	Dutch Colonial	Concrete	Asphalt	Vinyl	Contributing
207	609 N 2ND ST	1924	Domestic	Colonial Revival	Concrete	Asphalt	Vinyl	Contributing
208	611 N 2ND ST	1929	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing
210	606 E 3RD ST	1925	Domestic	Colonial Revival	Concrete	Asphalt	Asbestos	Contributing
211	602 N 3RD ST	1945	Domestic	Vernacular	Concrete	Asphalt	Stone	Noncontributing
212	603 N 3RD ST	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
213	605 N 3RD ST	1930	Domestic	Colonial Revival	Concrete	Asphalt	Aluminum	Contributing
214	607 N 3RD ST	1920	Domestic	Four Square	Stone	Asphalt	Asbestos	Contributing
215	608 N 3RD ST	1954	Domestic	Colonial Revival	Concrete	Asphalt	Vinyl	Noncontributing
216	609 N 3RD ST	1920	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
217	610 N 3RD ST	1925	Domestic	Colonial Revival	Concrete	Asphalt	Vinyl	Contributing
218	611 N 3RD ST	1941	Domestic	Bungalow/Craftsman	Concrete	Synthetics	Brick	Noncontributing
219	604 N 4TH ST	1940	Domestic	Minimal Traditional	Concrete	Asphalt	Asbestos	Noncontributing
221	608 N 4TH ST	1940	Domestic	Tudor	Concrete	Asphalt	Asbestos	Noncontributing
222	610 N 4TH ST	1940	Domestic	Vernacular	Concrete	Asphalt	Aluminum	Noncontributing
226	24 WOODLAWN AVE	1920	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
227	2 N WOODLAWN AVE	1933	Domestic	Minimal Traditional	Concrete	Asphalt	Aluminum	Contributing
228	4 N WOODLAWN AVE	1929	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
229	6 N WOODLAWN AVE	1926	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
230	8 N WOODLAWN AVE	1926	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
231	10 N WOODLAWN AVE	1935	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
232	12 N WOODLAWN AVE	1929	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Contributing
233	14 N WOODLAWN AVE	1930	Domestic	Four Square	Concrete	Asphalt	Brick	Contributing
234	18 N WOODLAWN AVE	1924	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
235	20 N WOODLAWN AVE	1930	Domestic	Bungalow/Craftsman	Stone	Asphalt	Brick	Contributing

East LaVale Historic District (AL-V-B-322), Summary of Resources


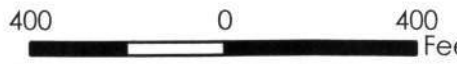
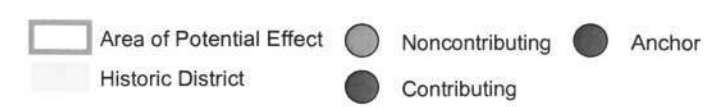

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
237	28 N WOODLAWN AVE	1950	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
238	603 N. 4th Street	1925	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Asbestos	Contributing
239	601 N. 4th Street	1950	Domestic	Minimal Traditional	Concrete	Asphalt	Stone	Noncontributing
240	609 N. 4th Street	1925	Domestic	Dutch Colonial	Concrete	Asphalt	Vinyl	Contributing
241	613 N. 4th Street	1950	Domestic	Vernacular	Concrete	Asphalt	Stucco	Noncontributing
242	6 N. Woodlawn Avenue	1935	Domestic	Minimal Traditional	Concrete	Asphalt	Vinyl	Contributing
243	7 N. Woodlawn Avenue	1935	Domestic	Tudor	Concrete	Asphalt	Brick	Contributing
244	9 N. Woodlawn Avenue	1950	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Noncontributing
245	11 N. Woodlawn Avenue	1925	Domestic	Bungalow/Craftsman	Stone	Asphalt	Brick	Contributing
246	13 N. Woodlawn Avenue	1940	Domestic	Minimal Traditional	Concrete	Asphalt	Vinyl	Noncontributing
247	15 N. Woodlawn Avenue	1925	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing
248	17 N. Woodlawn Avenue	1925	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing
249	19-21 N. Woodlawn Avenue	1925	Domestic	Four Square	Concrete	Asphalt	Brick	Contributing
250	23 N. Woodlawn Avenue	1925	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Wood	Contributing
251	25 N. Woodlawn Avenue	1950	Domestic	Minimal Traditional	Concrete	Asphalt	Stone	Noncontributing
252	27 N. Woodlawn Avenue	1925	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing
253	29 N. Woodlawn Avenue	1940	Domestic	Vernacular	Concrete	Asphalt	Brick	Noncontributing
254	31 N. Woodlawn Avenue	1935	Domestic	Dutch Colonial	Concrete	Asphalt	Aluminum	Contributing
255	6 LaVale Street	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
256	8 LaVale Street	1935	Domestic	Minimal Traditional	Concrete	Asphalt	Brick	Contributing
257	10 LaVale Street	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
259	5 LaVale Street	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Vinyl	Contributing
260	7 LaVale Street	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
261	9 LaVale Street	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing
262	11 LaVale Street	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Brick	Contributing

East LaVale Historic District (AL-V-B-322), Summary of Resources

ID	Address	Approx. Date of Construction	Historic Function	Architectural Style	Foundation	Roof	Walls	Contributing Status
263	13 LaVale Street	1940	Domestic	Colonial Revival	Concrete	Asphalt	Vinyl	Noncontributing
264	703 LaVale Terrace	1930	Domestic	Bungalow/Craftsman	Concrete	Asphalt	Asbestos	Contributing

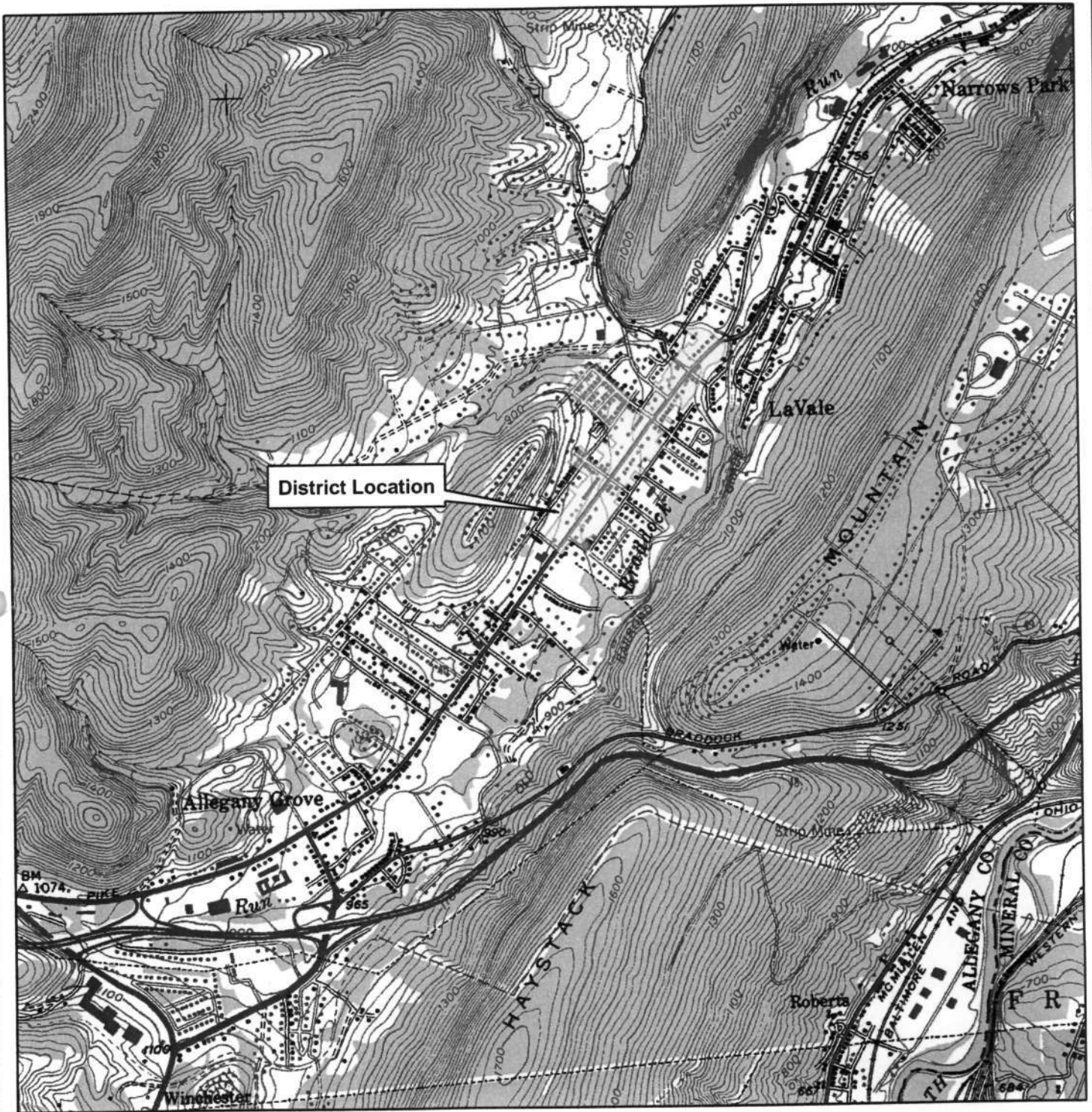


P:\GIS\Projects\754D\map... 2/21/2006 4:42:42 PM

  0 400 Feet			SCALE	A.D. Marble & Company 3913 Hartzdale Drive Suite 1302 Camp Hill PA 17011 717-731-9588	DATE Mar 27, 2006	TITLE Resource Sketch Map East LaVale Historic District (AL-V-B-322) ALT US 40 LaVale, Allegany County, MD
			DRAWN BY JPB CHECKED BY		JOB NO. P-754D Sheet 1 of 1	

East LaVale Historic District (AL-V-B-322)

ALT US 40 Streetscape Improvements
LaVale, Allegany County, Maryland



2,000 0 2,000 Feet



Sources: USGS 7.5' Topographic Quadrangle,
National Elevation Dataset, ESRI



AL-V-B-322

Aerial (785 National Hwy (Alt US 40)) of
East LaVale Historic District
Allegany County, MD

E. Young

03.2006

MD SHPO

View from Braddock Road north to National Hwy (Alt US 40)

1/55



AL-V-B-322

744, 740, 752, 750, 748, 746 National Hwy (Alt US 40);
East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

streetscape; © side of National Hwy (ALT US 40);
view to SE

2/55



AL-V-B-322

785 National Hwy (Alt US 40);
East LaVale Historic District
Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Kauffman House; south & west elevations; view to NE

3/55



AL-V-B-322

785 National Hwy (ALT US 40);
East LaVale Historic District
Allegany County, MD

B. Frederick

03.2006

MD SHPD

South & west elevations, view to (NE); Kauffman House

4/55



AL-V-B-322

National Hwy (ALT US 40);
East LaVale Historic District
Allegany County, MD
B. Frederick

03.2006

MD SHPO

streetscape, view to (E) down (N) side of
National Hwy (ALT US 40).

5/55



AL-V-B-322

750 ~~to 730~~ National Highway (ALT US 40),
East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

~~Streetscape~~, view to SE

6/55



AL-V-B-322

744 and 742 National Hwy (Alt US 40);
East LaVale Historic District
Allegheny County, MD

B. Frederick

03.2006

MD SHPD

Streetscape along the S side of National Hwy (Alt US 40)
view to SE

7/55



AL-V-B-322

74~~2~~ National Hwy (ALT US 40),
East LaVale Historic District
Allegany County, MD
B. Frederick

03.2006

MD SHPO

Residence at 74~~2~~ National Hwy (ALT US 40);
north elevation

8/55



AL-V-B-322

731-729 National Hwy (ALT US 40),

East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Residence at 731-729 National Hwy (ALT US 40);

South elevation

9/55



AL-V-B-322

727 National Hwy (ALT US 40),
East Lavoie Historic District
Allegheny County, MD

B. Frederick

03.2006

MD SHPO

~~Residence~~ at 727 National Hwy (ALT US 40);
south elevation

10/55



AL-V-B-322

715 National Hwy (ALT US 40),
East LaVale Historic District
Allegany County, MD

B. Frederick

03.2006

MD SHPO

715 National Hwy (ALT US 40); south-west elevations

11/55



AL-V-B-322

711, 709 National Hwy (Alt US 40);
East Lavale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Residence at 711 National Hwy (Alt US 40);
west & south elevations

12/55



ALV-B-322

709, 707, 705, 671 National Hwy (Alt US 40);
East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Streetscape; north side of National Hwy (Alt US 40);
view to NE

13/55



ALV-B-322

707, 709, 711 National Hwy (Alt US 40);

East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

Streetscape; north side of National Hwy (Alt US 40);

view to NW

14/55



AL-V-B-322

707, 705 National Hwy (ALT US 40);

East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Residence at 707 National Hwy (ALT US 40);

South, west elevations

15/55



AL-V-B-322

675 National Hwy (ALT US 40);
East LaVale Historic District

Allegheny County, MD

B. Frederick

03.2006

MD SHPO

Residence at 675 National Hwy (ALT US 40);
Southwest elevations

16/55



AL-V-B-322

671 National Hwy (Alt US 40);

East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Philip F. Smith House; south & west elevations

17/55



AL-V-B-322

671, 653, 635, 631 National Hwy (ALT US 40);

East LaVale Historic District

Allegany County, MD

B. Fredenck

03.2006

MD 8HPO

Streetscape; @ side of National Hwy (ALT US 40);
view to NE

18/55



AL-V-B-322

670, 664 National Hwy (Alt US 40);

East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPD

Streetscape, south side of National Hwy (Alt US 40);
view to SE

19/55



AL-V-B-322

170, 1664, 1654, 1648 National Hwy (Alt US 40);
East LaVale Historic District

B. Fredenck

03.2006

MD SHPO

Streetscape; south side of National Hwy (Alt US 40);
view to SE

20/55



ALV-B-312

654 National Hwy (Alt US 40);
East LaVale Historic District
Allegany County, MD
B. Frederick

03.2006

MD SHPO

Residence at 654 National Hwy (Alt US 40);
north & west elevations

21/55



AL-V-B-322

653, 635, 631 National Hwy (Alt US 40);
East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Streetscape; (N) side of National Hwy (Alt US 40);
view to NE

22/55



AL-V-B-322

653 National Hwy (Alt US 40);

East LaVale Historic District

Allegany County, MD

B. Friedenck

03.2006

MD SHPO

William A. Buchholz House; South elevation

23/55



AL-V-B-322

653 National Hwy (ALT US 40);

East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

William A. Buchholz House; Carriage House; south &
west elevations

24/55



AL-V-B-322

653 National Highway (ALT US 40)

EAST LAVALLE Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

William A. Buchholz House; Carriage house; north &
west elevations

25/55



AL-V-B-322

632, 628 National Hwy (Alt US 40);

East LaVale Historic District

Allegany County, MD

B. Fredonick

03.2006

^{MD SHPO}
Streetscape; ⑤ side of National Hwy (Alt US 40);

view to SE

26/55



AL-V-B-322

631 National Hwy (ALT US 40);

East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPD

"The Pines"; south & west elevations

27/55



ALV-B-322

611 National Hwy (ALT US 40);

EAST LAVALLE Historic District

Allegany County, MD

B. Fredenck

03.2006

MD SHPO

Residence at 611 National Hwy (ALT US 40);

south & west elevations

28/55



AL-V-B-322

605 National Hwy (ALT US 40);
East LaVale Historic District
Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Residence at 605 National Hwy (ALT US 40);
south & west elevations

29/55



AL-V-B-322

566, 564, 562 National Hwy (Alt US 40);
East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Streetscape; ⑤ side of National Hwy, view to SE

30/55



AL-V-B-322

562, 564, 566 National Hwy (Alt US 40);
East LaVale Historic District
Allegany County, MD
B. Frederick

03.2006

MD SHPD

Streetscape; (S) side of National Hwy; view to SW

31/55



AL-V-B-322

554, 552, 550, 548, 546, 544 National Hwy (ALT US 40);
East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

streetscape; @ side of National Hwy (ALT US 40);
view to SW

32/55



AL-V-B-322

549 National Hwy (ALT US 40);

East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

William Long House; south & west elevations

33/55



AL-V-B-322

549 National Hwy (Alt US 40);
East LaVale Historic District
Allegany County, MD

B. Frederick

03.2006

William Long House; south & west elevations

34/55



AL-V-B-322

546, 548

544 National Hwy (ALT US 40);

East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Streetscape; (S) side of National Hwy (ALT US 40);

view to SW

35/55



AL-V-B-322

544, 540, 538, 536 National Hwy (ALT US 40);
East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

Streetscape; ⑤ side of National Hwy (ALT US 40);
view to SE

36/55



AL-V-B-322

541 National Hwy (Alt US 40);
East LaVale Historic District
Allegany County, MD
B. Frederick

03, 2006

MD SHPO

Residence at 541 National Hwy (Alt US 40);
west & south elevations

37/55



AL-V-B-322

539 National Hwy (ALT US 40);

EAST LAVALLE HISTORIC DISTRICT

B. FREDERICK

03.2006

MD SHPD

Residence at 539 National Hwy (ALT US 40);

South & west elevations

38/55



AL-V-B-322

536, 538, 540, 544 National Hwy (Alt US 40),
East LaVale Historic District

B. Frederick

03.2006

MD SHPO

Streetscape; (S) side of National Hwy (Alt US 40);
view to SW

39/55



AL-V-B-322

~~534~~, 535 National Hwy (ALT US 40);

East LaVale Historic District

Allegheny County, MD

B. Fredenck

03.2006

MD SHPO

Streetscape; north side of National Hwy (ALT US 40),
view to NW

10/55



AL-V-B-322

530 National Hwy (ALT US 40);
East LaVale Historic District
Allegany County, MD

B. Frederick

03.2006

MD SHPO

Residence at 530 National Hwy (ALT US 40);
east i ~~north~~ elevations

41/55



AL-V-B-322

^{520,}
530 National Hwy (Alt US 40);
~~East~~ LaVale Historic District

Allegany County, MD

B. Fredenck

03.2006

MD SHPO

streetscape; (S) side of National Hwy (Alt US 40);
view to SE

42/55



AL-V-B-322

523, 457, 529 National Hwy (ALT US 40);

East LaVale Historic District

Allegheny County, MD

B. Fredenck

03.2006

MD SHPO

streetscape; north side of National Hwy (ALT US 40) from
bridge over Braddock Run; view to NW

43/55



AL-V-B-322

4, 6, 8, 10, 12, 14 N. Woodlawn Avenue;

East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Streetscape; west side of N. Woodlawn Avenue;

view to NW

44/55



AL-V-B-322

N. Woodlawn Ave,

East LaVale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

View southeast from Fourth Street to east side of
N. Woodlawn Avenue

45/55



AL-V-B-322

First Street,

East LaVale Historic District

Alligany County, MD

B. Frederick

03.2006

MD SHPO

View from N. Woodlawn Avenue to north side of First Street,
view to NW

46/55



AL-V-B-322

Second Street,

East LaVale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

View from Ren Roy Drive east on Second Street; view to NE

47/55



AL-V-B-322

Third Street;

~~East~~ LaVale Historic District

Allegany County, MD

B. Fredenck

03.2006

MD SHPO

view from Ren Roy Drive to north side of Third St,
view to NE

48/55



AL-V-B-322

6,8,10 North Woodlawn Avenue;

East Lavale Historic District

Allegany County

B. Frederick

03.2006

MD SHPO

Streetscape; west side of North Woodlawn Avenue;
view to NW

49/50



AL-V-B-322

Lavale Street;

East Lavale Historic District

Allegany County, MD

B. Fredenick

03.2006

MD SHPO

Streetscape; Lavale Street; view to south

50/55



AL-V-B-322

722, 723, 724 Lavale Terrace;
East Lavale Historic District
Allegany County, MD

B. Frederick

03.2006

MD SHPO

SOUTH SIDE of Lavale Terrace; north side of lots on
north side of National Highway (Alt US 40); view to SW

51/55

This photograph represents post-1935
residential development outside the
East Lavale Historic District.



AL-V-B-322

Braddock Avenue at Santa Fe St.;

East Lavale Historic District

Allegany County, MD

B. Frederick

03.2006

MD SHPO

Streetscape; Braddock Avenue from Santa Fe

Street, view to NE

52/55



AL-V-B-322

Braddock Avenue;
East LaVale Historic District
Allegany County, MD
B. Frederick

03.2006

MD SHPO

Braddock Avenue from Mary's Court to south side
of lots on south side of National Highway (ALT US 40);
view to NE

53/55



AL-V-B-322

Braddock Avenue;

East LaVale Historic District

Allegheny County, MD

B. Frederick

03.2006

MD SHPO

Streetscape: Braddock Avenue to lots on south side of
National Highway (Alt US 40); view to NE

54/55

This photograph
represents post-1935
residential development
outside the East LaVale
Historic District.



AL-V-B-322

Braddock Avenue;
East Lavale Historic District
Allegany County, MD
B. Frederick

03 2006

MD SHPO

Streetscape; Braddock Avenue to lots on south side
of National Highway (Act US 40); view to NE

55/55

This photograph represents
post-1935 residential
development outside the East
Lavale Historic District.

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

East LA VALE HISTORIC DISTRICT
AL-V-B-322

Property Name: 541 National Highway Survey Number: --

Property Address: 541 National Hwy., LaVale, Md, Allegany County

Project: roof rehabilitation Agency: HUD

Site visit by MHT Staff: X no -- yes Name -- Date --

District Name: ^{East} LaVale Historic District Survey Number: AL-V-B-322

-- Listed X Eligible determined by George Andreve 1986 Comment

Criteria: -- A -- B X C -- D Considerations: -- A -- B -- C -- D -- E -- F -- G -- None

The resource X contributes/ -- does not contribute to the historic significance of this historic district in:

X Location X Design X Setting X Materials

X Workmanship X Feeling -- Association

Justification for decision: (Use continuation sheet if necessary and attach map)

The house at 541 National Highway contributes to the National Register eligible ^{East} LaVale Historic District. It is located on the National Highway, the central spine of the town of LaVale. The American Foursquare style house represents a popular early 20th century house form. The residential architecture of LaVale includes a number of mid- to late-19th century houses, but predominantly reflects the styles popular in the early decades of the 20th century including American Foursquare, Queen Anne and Bungalow. Many of the houses are constructed of brick with slate roofs, as is 541 National Highway. This comfortable middle-class home reflects the prosperity LaVale and the larger area enjoyed in the early 20th century. In the mid-19th century the National Road was rerouted through the area that is now LaVale. A number of transportation related resources, such as taverns, grew up, but it was not until the 20th century that the town took off, largely as a residential suburb of Cumberland. During this period, Cumberland experienced significant growth as a result of the expansion of coal mining activities and the growth of industry stimulated by WWI.

Documentation on the property is presented in: Project File

Prepared by: --

Elizabeth Hannold 5/10/93
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes -- no -- not applicable

Ronald L. Anderson 5-13-93
Reviewer, NR program Date

gmy

Survey No. AL-V-B-322

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
☒ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☐ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

- ☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaption

IV. Historic Period Themes:

- ☒ Agriculture
☒ Architecture, Landscape Architecture, and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☐ Transportation

V. Resource Type:

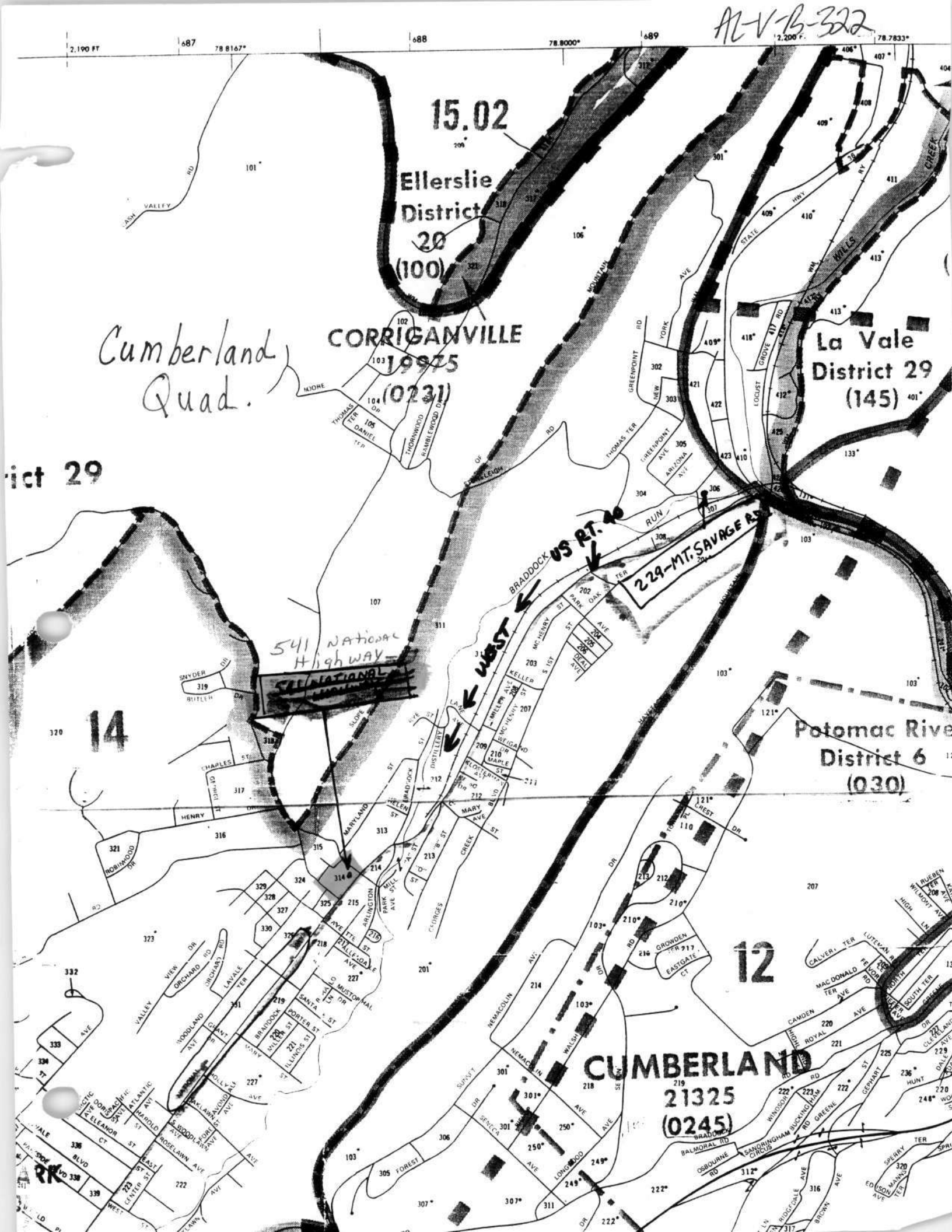
Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): Dwelling

Known Design Source: _____

AL-V-16-322



15.02

Ellerslie District 20 (100)

CORRIGANVILLE

19975

(0231)

La Vale District 29 (145)

Potomac River District 6 (030)

CUMBERLAND

21325 (0245)

Cumberland Quad.

541 National Highway

BRADDOCK VS RT. 40

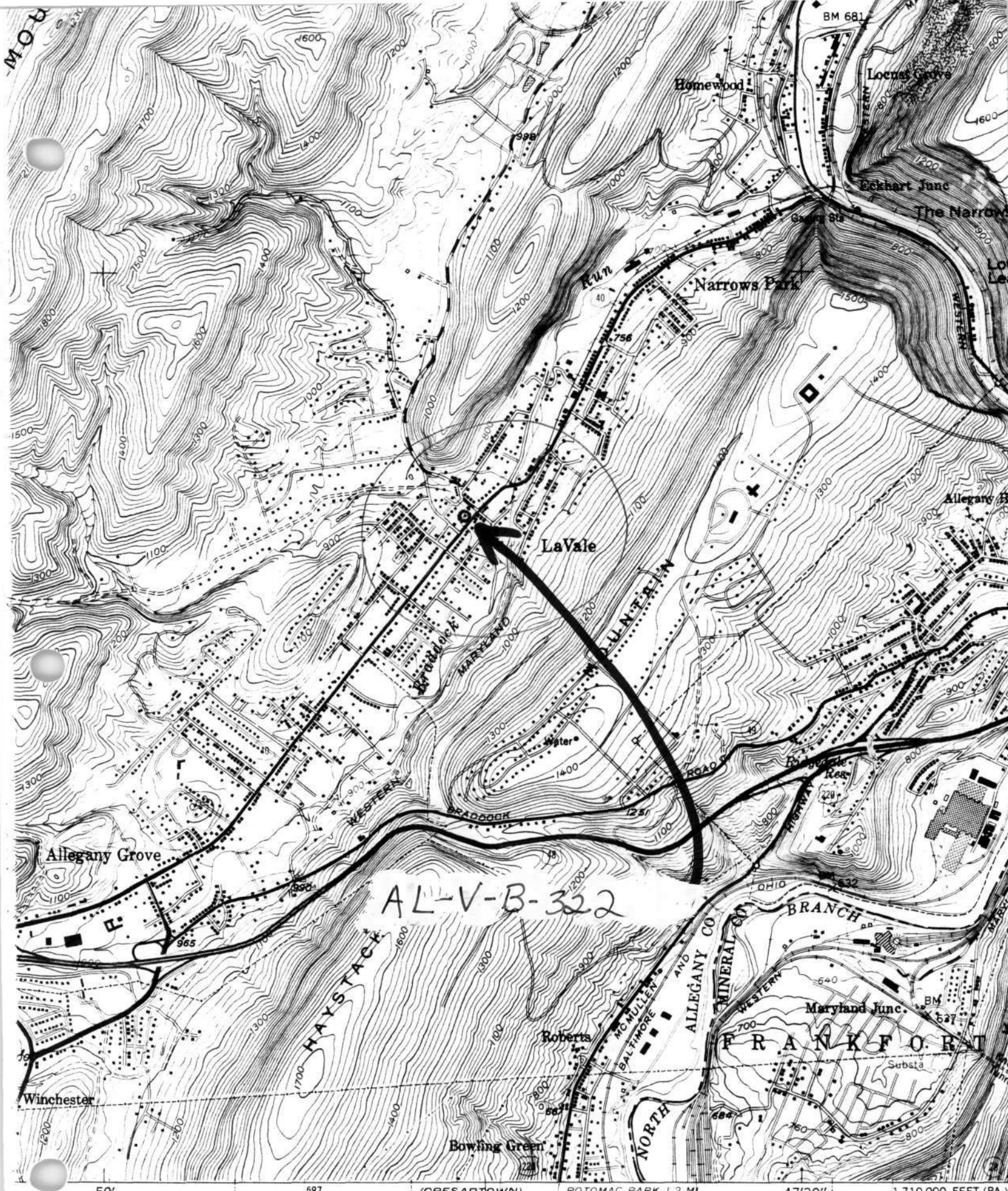
229-MT. SAVAGE RD

WEST

12

14

15.02



RESAPTOWN (JUNC. U.S. 220) 2.2 MI.
KEYSER, W. VA. 16 MI.

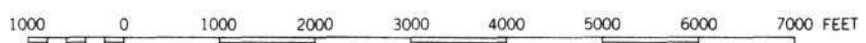
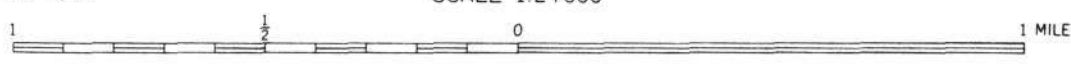
(CRESAPTOWN)
5263 III SE

POTOMAC PARK 1.2 MI.
KEYSER, W. VA. 17 MI.

SCALE 1:24000

47°30'

1710 000 FEET (PA.)



1 5 0 1 KILOMETRE

SHORT GAP 6.2
FORT ASHBY 11

AL-V-B-322



~~AL-V-B-321~~ AL-V-B-322

within ^{EAST} LaVale H.D.

175



~~AL-V-B-321~~

AL-V-B-322

within ^{East} La Vale H.D.

2 of 5



~~AL-V-B-321~~

AL-V-B-322

3 of 5 within _{East} LaVale H.D.



~~AL-V-B-321~~

AL-V-B-322

within La Vale H.D.

4 of 5^v East



~~AL-V-B-321~~

AL-V-B-322

within La Vale H.D.

5 of 5 ^V
East